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FRENCH FATHER'S EXPERIENCE.

FIVE MONTHS IN CAPTIVITY.

TERRIBLE HARDSHIPS WHEN IN "RED" HANDS.

NOW IN HONGKONG.

There is at present in the French Hospital at Causeway Bay a victim of the Communist regime which has become so powerful in the Hoi-Fung and Luk-Fung districts. This is Father Nicholas Waguette, whose photograph, appearing on Page 14 of this issue, gives some idea of the terrible hardships which he experienced as the result of over five months' captivity in the hands of "Reds" bandits.

Residents of Hongkong will recall how His Lordship Bishop Valorta rescued two priests and several sisters from the hands of "Reds" in the same region in December 1926. Were it not for his energetic intervention and the co-operation of the Hongkong Government in despatching H. M. S. Seraph overnight to Swatow, a Chinese Father, already in chains for some time, would have met with a singularly cruel death.

Father Waguette's Case.

Father Waguette, who is in his fortieth year, was seized by a band of Communists on the night of 22nd March, at Toun Ha. It was at the moment that the Father was preparing to celebrate the Holy Mass, that his visitors arrived. The noise warned him that bandits were about. His first care was for the Blessed Sacrament. On entering the Church, he was immediately seized, bound, stripped of all his belongings and, after his house had been pillaged from roof to cellar, he was led away some twenty leagues barefooted without shoes, being several times struck by the Communists.

Asked to Renounce.

As has happened in all these cases of "Red" persecution, the first efforts were to get him to apostatise. He was promised his freedom if he would deny his religion. They then sought by every means to destroy his courage. Obvious falsehoods were invented by these "Friends of the People," such as a statement that the Bishop of Swatow had refused the modest sum of \$500 for his ransom, whilst a French newspaper, which he pretended to translate, was said to tell of the suicide from despair of the parents of Pere Waguette!

Father Waguette was changed from place to place three times; nor could he ever identify his whereabouts. The shelter accorded him during months of captivity was a bamboo mat suspended from a tree. Sun and rain alike penetrated this shelter.

Insults and Ill-Treatment.

Once a day the Father was given a little rice and the leaves of the potato plant. These hardships brought on an attack of dysentery which reduced him to a helpless condition. Three soldiers, armed with guns, guarded him day and night.

Thus imprisoned, he remained stretched on his back for a period of five months. Remedies sent to him from Swatow were given to him a month later. The slightest request to the soldiers to render some service (as the Father was unable to move) was met with insults and ill-treatment. Countless times his gaolers threatened to shoot him.

Ransom Paid.

When question of ransom did arise, these Communists asked \$300,000. Such a sum was impossible for the Catholic Mission. By dint of bargaining, however, a more reasonable sum was agreed upon. Father Favre of Swatow was sent to Swatow to negotiate further with the "Reds." Aided by a Chinese Father, who proved of immense help in this interminable bargaining, he agreed on a sum of \$4,000 as ransom for Father Waguette from his captors. It was on the evening of 22nd of August that Pere Waguette was carried to the Mission of the Italian Fathers in Hoi-fung. The (Continued on Page 7.)

CHINESE AIRMAN'S VENTURE.

TO FLY FROM FOCHOW TO SINGAPORE.

DUE HERE MONDAY.

The public will be interested to hear that, according to advice received by the local office of the Standard Oil Company, a Chinese aviator who is to attempt a flight from Fochow to Singapore is due to arrive in Hongkong on Monday. The aviator concerned is Commander Chen, Chief of the Fukien Aviation Bureau, and he will be accompanied by a Mr. Bertram. The flight is to start on Monday, and Commander Chen hopes to arrive in Hongkong on the same day. He will remain here a few days before continuing his flight. From Hongkong, the route will be via Kwong Chow Wan, Hai-phong, Hanoi, Vinh, Hue, Phuyen, Saigon, Kampot, Chantaboon, Bangkok, Bangthean, Singora, Trengganu, Pekan and Singapore. The itinerary covers a distance of well over two thousand miles.

GERMAN POLITICAL OUTLOOK.

FASCISTS DENY IDEA OF FUSION.

Berlin, Sept. 19. Sober feelings are now replacing the electrifying excitement, and inter-Party negotiations are proceeding privately. The Brüning Cabinet is still confident of obtaining sufficient support to keep out the National Socialists, who have suddenly become silent after issuing a categorical denial that they are even dreaming of fusion with any other Party.

Bavaria, where Herr Hitler and his chief lieutenants are residing, remains unperturbed, the watchword being "We must not allow Germany to get into the hands of such charlatans."—*Reuter.*

An outstanding member of the Government has given out the information that the Cabinet intends to govern at the head of the shifting majorities if its efforts to form a majority Government fail. It feels that the paramount task is to settle the Reich's financial affairs, and anticipates that the different provisions in this programme will attract the requisite support from varying sections. Briefly, the Cabinet is prepared to challenge the Reichstag to overthrow it, even though it appears as a minority Government. The spokesman pooh-poohed the fears that the Right and Left radicals would try to upset the Government illegally.—*Reuter.*

REDUCTION IN TIN OUTPUT.

FALL IN PRICE ON THE LONDON MARKET.

London, Sept. 19. The Tin Producers' Association announces that the total of the world's tin production during the eight months of the current year was 113,379 tons, as against 122,035 tons for the corresponding period last year. The reduction in the world's total production last month, as compared with the monthly average last year, is 28 per cent. As some companies did not completely suspend operations during August, a further reduction in output is expected this month. Tin was \$133.19 a ton on the London market to-day, being a reduction of 10 shillings on yesterday's price. Copper was also lower, at \$45.14.4 a ton.—*British Wireless.*

MR. SCULLIN REACHES EUROPE.

HEALTH IMPROVED DURING THE VOYAGE.

Toulon, Sept. 19. Mr. Scullin, the Prime Minister of Australia, and Mrs. Scullin have arrived here. Mr. Scullin, who when he left Australia in order to attend the Imperial Conference in London was in indifferent health, has much improved during the voyage. He is going to Geneva this evening.—*Reuter.*

MISSION TO THE FAR EAST.

BRITISH DELEGATES LEAVE LONDON.

INVESTIGATION OF TRADE WITH CHINA.

WILL STUDY JAPAN.

London, Sept. 19. The Economic Mission to the Far East has sailed from London aboard the P. and O. s.s. *Macedonia*.

Sir Ernest Thompson, interviewed by *Reuter* before his departure, said that they were first going to Japan. They anticipated the visit with the greatest interest. They had much to learn from Japanese methods of production, and the wonderful gift of intensive organisation, and would be glad if, in the discussions with the Japanese, the mission would add anything which would be to their mutual advantage. The mission would arrive in China at the end of November.

Referring to the decline in Britain's proportionate share of China's trade, Sir Ernest Thompson said that it was essential for British industry that the mission should discover the reasons for this, and in what respects their competitors were meeting more closely than they were the requirements of the market.

ARMY REGULATIONS ALTERED.

Useful Instruction in Case of Minor Defaulters.

NO MORE PACK DRILL.

London, Sept. 19. The King's Regulations, a volume which is the authority on all matters affecting Army discipline, have been amended to provide that minor defaulters should be given "special or useful instruction appertaining to their corps," rather than pack drill. Under the old regulations, pack drill was compulsory when a defaulter who had been confined to barracks could not be found fatigue work to keep him employed.—*British Wireless.*

ments of China; also what steps they must take to bring to consumers in China the goods they wanted.

Mr. Henderson's Message.

Mr. Arthur Henderson has sent a message to the chairman of the mission expressing very cordial wishes for a prosperous voyage and success for their labours.

"Your visit to Japan is a sign of the uninterrupted friendship so happily existing between the two countries. To China your visit will be an assurance of the deep interest of the British Government and people in that country's welfare."—*Reuter.*

The following statement was issued in London on July 30 from the Department of Overseas Trade:

In pursuance of their policy of sending commercial missions to overseas markets to study the possibilities of developing British trade with those markets the Government have decided to send an Economic Mission to the Far East, constituted as follows:

The Personnel.

Sir Ernest Thompson, J.P. (chairman, also chairman of the Cotton Sub-Mission), chairman of the Executive Joint Committee of Cotton Trade Organizations chairman, Cotton Trade Statistical Bureau; late president, Manchester Chamber of Commerce; a governing director of Morreau, Spielgelberg and Thompson, Limited, and of the following associated companies:—Geo. Fraser, Sons and Co., Limited, Brown, Jackson and Co., and J. Hobson and Co.

Sir Thomas Allen, director, Co-operative Wholesale Society; (Continued on Page 14.)

FIRE IN WESTERN DISTRICT.

BRIEF THREAT TO THE KO SHING THEATRE.

TEASHOP DAMAGED.

For half-an-hour this morning, the Fire Brigade was occupied with the problem of a new and valuable building being threatened by a fire which had broken out with startling suddenness. This was the Ko Shing Theatre, Queen's Road West, situated within a stone's throw of the Government Civil Hospital.

Flames were first seen shooting out through interstices in the entrance to a teashop or restaurant situated in the ground floor of the building, on the right-hand side of the theatre lobby and main entrance.

The call sent through was received by Fire Brigade Headquarters at 5.38, resulting in one appliance after another being dispatched to the Theatre, until all three from the Central Fire Station were on the scene, supplemented by the engine from the Kennedy Town Station. By this time, flames were issuing in sheets across the roadway, and so intense was the heat that the concrete on the outside of the building had scaled off and was littered in the roadway over a distance of 20 feet.

By a concentration of numerous jets, the firemen were able to keep the conflagration within the limits of the tea-shop, securing control within fifteen minutes of the start of operations.

While it lasted, the fire had wrought havoc with the interior of the teashop. The cockpit giving additional accommodation for customers was almost burnt out, and the furniture and fittings were irreparably damaged.

Fortunately there was no-one in the shop, and no casualties occurred, the few folks who slept in the mezzanine floor above the establishment having left in time. The Ko Shing Theatre is a reinforced concrete structure and is comparatively new, having been completed only two years ago.

GETTING FIRST-HAND KNOWLEDGE.

DR. SHIELS VISITING CYPRUS & PALESTINE.

London, Sept. 19. Dr. Drummond Shiels, Parliamentary Under Secretary for the Colonies, sailed to-day on a visit to Cyprus and Palestine.

Dr. Shiels is not engaged on any special mission, but his journey is in pursuance of the policy adopted in recent years whereby members of the Colonial Office on occasions visit countries overseas, for which the Department has responsibility, to acquaint themselves first-hand with local conditions.—*British Wireless.*

ACTING GOVERNMENT APPOINTMENTS.

TWO CHANGES NOTIFIED IN "GAZETTE."

The Gazette contains notifications of the following appointments by His Excellency the Governor:

Mr. E. D. Melbourne to act as Superintendent of Prisons in addition to his other duties during the absence on leave of Mr. J. W. Franks.

Mr. H. A. Taylor to act as Superintendent of Imports and Exports in addition to his other duties during the absence on leave of Mr. J. D. Lloyd.

AMERICA AND WORLD COURT.

QUESTION OF ADHERENCE DEFERRED.

Washington, Sept. 19. Cuba's unexpected opposition to the world Court of Justice at Geneva may result in the Senate postponing consideration of the proposal that the United States should adhere to the Court.

President Hoover has deferred sending the matter to the Senate until all the nations of the world have adhered.—*Reuter's American Service.*

MUKDEN'S POWER INCREASED.

TO CONTROL CHIHILI & SHANTUNG.

NANKING'S REPORTED GIFT OF \$10,000,000.

INTRIGUE REVEALED.

Shanghai, Sept. 19.

With the sudden collapse of the Peking Government and a Manchurian occupation of Peking and Tientsin in sight, it is most certain that the Manchurian forces will occupy the whole of Shantung and Chihli Provinces, making Shantung a buffer zone between the Nanking and new Manchurian Governments.

The vanguard of the Manchurian troops arrived at Tientsin this morning and it seems likely that they will arrive at Tientsin early next week.

The Manchurian administration of Peking has been entrusted to General Tang Yu-lin, the Military Governor of Jehol, now directing the Manchurian mobilisation for China Proper. Meanwhile, General Chang Hsueh-liang has appointed General Yu Hsueh-chung as Garrison Commander at Tientsin.

The Shansi garrison forces in Peking and Tientsin have been instructed to effect a peaceful turnover and disturbances are, therefore, not anticipated during the Shansi retreat.

History Repeats Itself.

With the success of the Manchurian campaign it would seem that the North China situation has once again returned to conditions prevailing in 1927, when Marshal Chiang Kai-shek had half accomplished his campaign by occupying Nanking, with the Manchurian Government, then under the late General Chang Tso-lin, the father of General Chang Hsueh-liang, administering at Peking.

The present situation in North China is exactly the same, with the Manchurian regime directed by the same camp of elder statesmen and experienced Manchurian politicians who served under the Manchurian Government in 1927.

Meanwhile, the suffering populace is hoping for a brief breathing space when the Manchurian and Nanking Governments will make Shantung a buffer zone, with the Manchurians content to pledge loyalty to the Central Government.

Shantung Intrigue.

The Nationalist and Northern Generals commanding the Shantung forces play an important part in the Manchurian mobilisation for China Proper, and from a reliable source it is understood that Shantung Generals alleged to be forming a neutral party at one time are working hand in glove with the Mukden war-lords. General Shih Yu-san has pledged his full support to General Chang Hsueh-liang, and, following the Manchurian announcement to occupy Peking, General Shih Yu-san has mobilised his 100,000 troops for Northern Shantung.

The northern section of the Tientsin-Pukow Railway and the Chihli-Shantung frontier are now under the sphere of influence of General Shih Yu-san as Military Governor of Shantung, assisted by General Han Fu-chu.

600 Coaches Seized.

Japanese sources state that the Manchurian mobilisation is part of a Nanking-Mukden agreement in which Marshal Chiang Kai-shek promised General Chang Hsueh-liang a mobilisation fund of \$10,000,000, control of Peking and Tientsin and establishment of a buffer zone in Shantung.

The main body of Manchurian troops will be leaving for Peking and Tientsin sometime to-morrow and the management of the Peking-Mukden Railway has been instructed to prepare 600 coaches. A large contingent of Manchurian troops is concentrating at Shantung, awaiting the arrival of the artillery corps to proceed simultaneously to Peking.

The local weather forecast up to noon to-morrow is—East winds, fresh; fair.

Bulls and Inners

From the Office Butts.

"Swim for a graceful figure." Now we know why it's called a bathing note. But mind America's Cup. It's hers for the wife isn't looking.

New Definition:—An angler is just a fisherman putting on airs. It is suggested that if local picture houses wish to have record bookings, they should get a talkie to belie the statement that there's no such thing as perpetual motion. After the recent correspondence, one might ask the average Hongkong people to know that, according to a writer, being broke is one of the stepping-stones to success. "Would you rather see bathing beauties or beauties bathing?"

It may be a comfort to some Hongkong people to know that, according to a writer, being broke is one of the stepping-stones to success. "Would you rather see bathing beauties or beauties bathing?"

The Einstein theory that space is solid obviously applies to the parking variety.

Talking of these miniature courses, half a slice is better than no golf.

Time was when a man who saved money was a miser. Nowadays in Hongkong, he's a wonder.

As we see it, the automatic telephone has removed all the wrong numbers from the operators' room and distributed them amongst subscribers.

Jokes about the weather will soon come under the heading of dry humour.

The only thing to make larger families fashionable is for people to become more heir-minded.

One thing about the summer now ending, we've seen lots of flappers going down to the sea in slips.

New Definition:—Commercial genius is an infinite capacity for making gains.

"Editors Frolic," says a newspaper heading. We presume that they enjoy good circulations.

The American anti-Prohibitionist newspapers are said to be doubling their efforts to have the liquor laws repealed. Thirst editions!

The Week's Shock:—The lady who thought a current account referred the lighting expenses.

Gardening Hint:—If you plant green peas an inch below the surface in a straight line, some blighter will tell you it's wrong.

If we had more cats, we'd have less rats. At least, that is the claim; if they won't eat the rodents' sweet, who's going to bear the blame?

We presume that the Colony's coming Budget will be very largely figures of speech.

Dancing is now being taught by films. Unfortunately, this is likely to create more talkies.

Another description for our local amateur gardeners would be Sow-Optimists.

Golf Note:—The proof of the putting is in the beating.

A scientist says it's possible to get sunburnt even in wet weather. Singeing in the rain!

Local trades people are wondering what folk have done with their savings these rainy days.

An appropriate notice for a lawyer:—"Suits suppressed while you wait."

Another, infamous saying:—"We've been married all those years and never had a row."

It's far better to ride slowly in an old automobile than to ride faster in a fancy new ambulance.

A race for old taxi-cabs is being organised at a seaside resort at home. A chance for a rank out-bus!



It's one of the mysteries of life that golf, which originated from Scotland, is so expensive.

A prominent local racehorse owner is said to have named a new animal of his Betting Bill. It ought to catch the Judge's eye.

It seems that the Americans' Enterprise has been definitely better.

There is no truth in the rumour that a syndicate of local sportsmen has cabled Sir Thomas Lipton as follows:—"Don't be downhearted....fit a propeller."

"Pussy cat, pussy cat, where have you been?"

"In Hongkong houses, where rats are keen; 'I'm learning my business, so look out for news; 'I'm inspiring the rest of the cats with my mew!"

The 125th anniversary of the discovery of the hot dog is being celebrated in Vienna. With much relish, of course.

Some local disciples of Isaac Walton measure their bass by inches, others by the bottle.

It is computed that if all the water that has flowed over the Tyntam dam this week could be bottled and given away, some people would still prefer to pay for beer!

Everybody in Hongkong is finding it hard to make ends meet. Your brother and my mother, too.

Trade may be bad, but the demand for white gloves seems to be definitely on the increase.

The Chinese who jumped into the harbour but swam back to shore, must have had cold feet.

The way some of these rocks crash, they seem to be getting boulder and boulder.

The man who took the Dean's shoes was not following in religious footsteps.

The thief who twice stole the Statistics Office fan was certainly cool. Evidently, he is a non-believer in Civil Service luxuries.

The "housing pigeons" referred to by a contemporary are probably the variety found in a printer's pie.

It is fervently hoped that to-morrow will be a real Sun-day.

The "You Know" Series.—You organised at a seaside resort at home. A chance for a rank out-bus!

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ARMS TRIAL CUT SHORT.

COMPLAINT OF THIRD DEGREE METHODS.

BENCH UNSATISFIED.

Cross-examination turning on an accusation of assault and the use of "third degree" methods against a European Police Officer became intensive when the case was resumed before Mr. Lindsell yesterday concerning two Chinese who were charged with the joint possession of a revolver and ammunition without a permit.

As previously reported, the case first came to the notice of the Revenue Department when a Chinese excise man brought ashore from the s.s. Taiping a man who was found to have the arms in a box amongst his luggage. He implicated a second man, who was later arrested when he called at Police Headquarters to claim certain other pieces of luggage of which the Police had taken possession.

This second man, whose name is Lam King, was the man who complained of having been the victim of unnecessary force from Sergeant Whelan, the detective officer in charge of the case. Various Police witnesses, including two Chinese interpreters who were present at the interrogation of Lam King by Sergeant Whelan were called to give evidence regarding the alleged incident.

Cheung Kwok-yan interpreter at the Central Police Station, was called and he said that he was present at the interview between Sergeant Whelan and the two defendants but was not in the room the whole time, having been called in but two or three times to interpret. The first prisoner told the Police that he had been given the box by the second defendant, Lam King, who made no reply to the statement.

Saw No Violence.

His Worship: Did you at any time see any violence used towards this man? Did you see him struck by anybody or shaken by anybody or seized by the neck or anything of that sort?—No, I did not.

Why did you hesitate in making that answer?—I wanted to make sure.

After the first prisoner had made this allegation against him (Lam King) was any pressure brought to bear on the latter in any way?—No.

Continuing, witness said that Sergeant Whelan asked Lam King if he had heard what the other man had said and if he understood.

Mr. M. K. Lo (cross-examining on behalf of Lam King): Now this man is going to tell his Worship that he was struck a blow on the chest by Sergeant Whelan and that Sergeant Whelan put his hands around his throat, and he will further tell his Worship that you were present when that took place. Now did you see anything of that or not?—No, I did not.

Now, I put it to you that when this man in the dock (first defendant) accused Lam King of having received the arms from him, Lam King denied it; not only once but several times?—I didn't hear that.

Now, I want you to think hard, think hard again; think as hard as you can. After the consultation was Lam King pressed? Did you ask him, "Do you admit it" or words to that effect?—No.

I want to repeat this to make it quite clear that there should be no loophole. You say that nothing occurred in the room to have made the defendant suffer from the injuries to the chest or scratches on his neck?—No.

No Complaints Made.

Sub-Inspector J. R. McWalter, who was on charge-room duty, said that the statements made in answer to the charge by the defendants were taken in his presence and at no time whatever did

he receive any complaints of ill-treatment from the defendants.

Dr. F. Bunje described the marks found on the second defendant consisting of three abrasions in vertical lines on the neck and a bruise on the chest.

Witness agreed that the marks were consistent with the allegations made. He said that, presuming the man had been roughly handled, the marks on the neck would have been produced by the finger nails.

In reply to his Worship, Dr. Bunje said that he would expect the marks of a blow to be apparent even 48 hours after. He pointed out that on the part of the body where the bruise mark was, the injury might remain for about a week. There were no similar marks on the other side of the neck opposite to the three that witness found.

Sergeant Whelan asked whether the mark on the chest could not have been made by Lam King falling on a box or by his carrying a heavy box against his chest.

Witness agreed that it could have been caused if when carrying the box, the corner should come into sudden contact with the man's body.

In answer to his Worship, Dr. Bunje agreed that the marks could have been self-inflicted. The injuries were definitely older than 24 hours; further than that he could not go.

Possible but not Probable.

Answering a question by Sergeant Whelan, witness said that when Lam King went to his office, he was told of an assault. Proceeding on the assumption that there had been an assault, witness said he would naturally look for evidence of such an assault.

Re-examined by Mr. Lo, Dr. Bunje said contact with a corner of the box was possible but not probable.

Detective Chan Shu, Sergeant Whelan's assistant in the case, was next called by the Sergeant. The witness said he was present throughout the interrogation, "looking after" Lam King.

"When the other man who was previously arrested, was brought into the room, he brought an allegation against Lam King, who, in reply, denied that the box (i.e. the one containing the arms) was his. He said 'It is not mine: I have been falsely accused.'"

"When charged later," Detective Chan Shu said, "Lam King said he had nothing to say."

The Magistrate: You must realise that what he said on being charged offers a distinct contradiction to his previous denial. Can you explain any reason why he changed his mind?

Witness said he was unable to give any reason.

His Worship: Something must have happened to make him change his story.—Witness: I do not know. He made no statement of any kind before he was charged.

Was he pressed?—No. Yet when he was charged, he did not offer any explanation as to why he changed his story?—He did not.

And you can offer no explanation?—No.

Was any violence used to him?—None.

Don't you think this was extraordinary—his denying the charge and practically admitting it next?—Yes, I think it was rather extraordinary. Lam King also told me that he had been sick for over ten days.

What had that to do with it?—Nobody touched him and since he said he was sick I took a chair to let him sit down.

His Worship: What had that got to do with the charge, all that?—Witness was silent, and after a pause, his Worship said: In view of this evidence defendant is discharged.

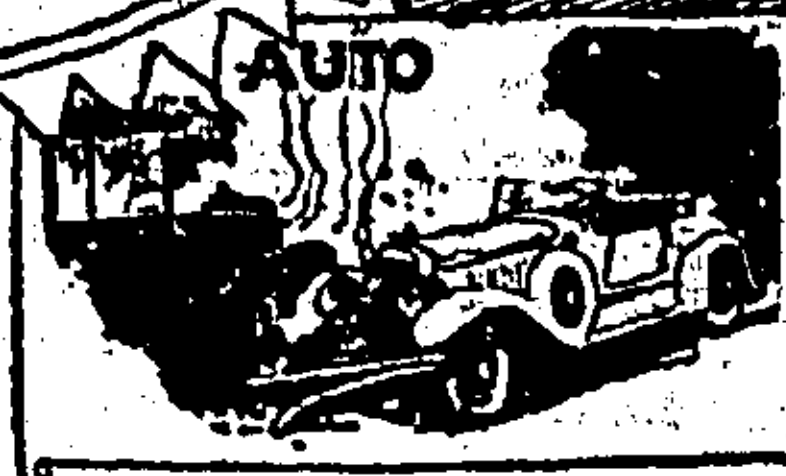
The case against the other defendant in whose possession the box containing the arms was found, was next proceeded with.

In reply to his Worship, Sergeant Whelan said they believed this man to be only a carrier, and not a habitual smuggler. He was a cook on the s.s. Taiping.

His Worship recorded a conviction in this case, inflicting a fine of \$1,000 with the alternative of four months' hard labour.



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ST. ANDREW'S SOCIETY.

REPORT OF THE COMMITTEE PUBLISHED.

The Report of the Committee of the Hongkong St. Andrew's Society which is to be presented at the annual general meeting to be held on Friday next, states:

Gentlemen,—Your Committee have pleasure in presenting their Report and Statement of Accounts for the year ending 31st August, 1930.

The Balance at Credit of the Society now stands at \$2,195.92

to which must be added the sum of \$10,000 invested in 6% Hongkong Government Public Works Loan, whilst \$500 in 5% War Loan 1929/1947 is held for account of the late J. R. M. Smith Scholarship Fund.

The sum of \$765.00 was expended during the year in assisting distressed Scotsmen.

The late J. R. M. Smith Scholarship was won by Miss Helen Walker Wylie.

The Annual Ball was held in the Peninsula Hotel, on Friday, 29th November, and Robert Burns' Birthday was celebrated at the Hongkong Hotel.

Your Committee deeply regret to record the deaths of Messrs. C. Peake Anderson, G. Morrison, Sir Gershom Stewart, K.B.E., and G. M. Shaw.

Thirty-seven new members were enrolled during the year whilst one was made a life member and subscriptions collected amounted to \$1,092.00. The Committee would again invite the aid of all Members in bringing forward new names. All Scots in the Colony should make it their duty to become Members of the Society.

The accounts have been audited by Mr. W. J. Clerk, to whom our thanks are due.

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tones up the system.
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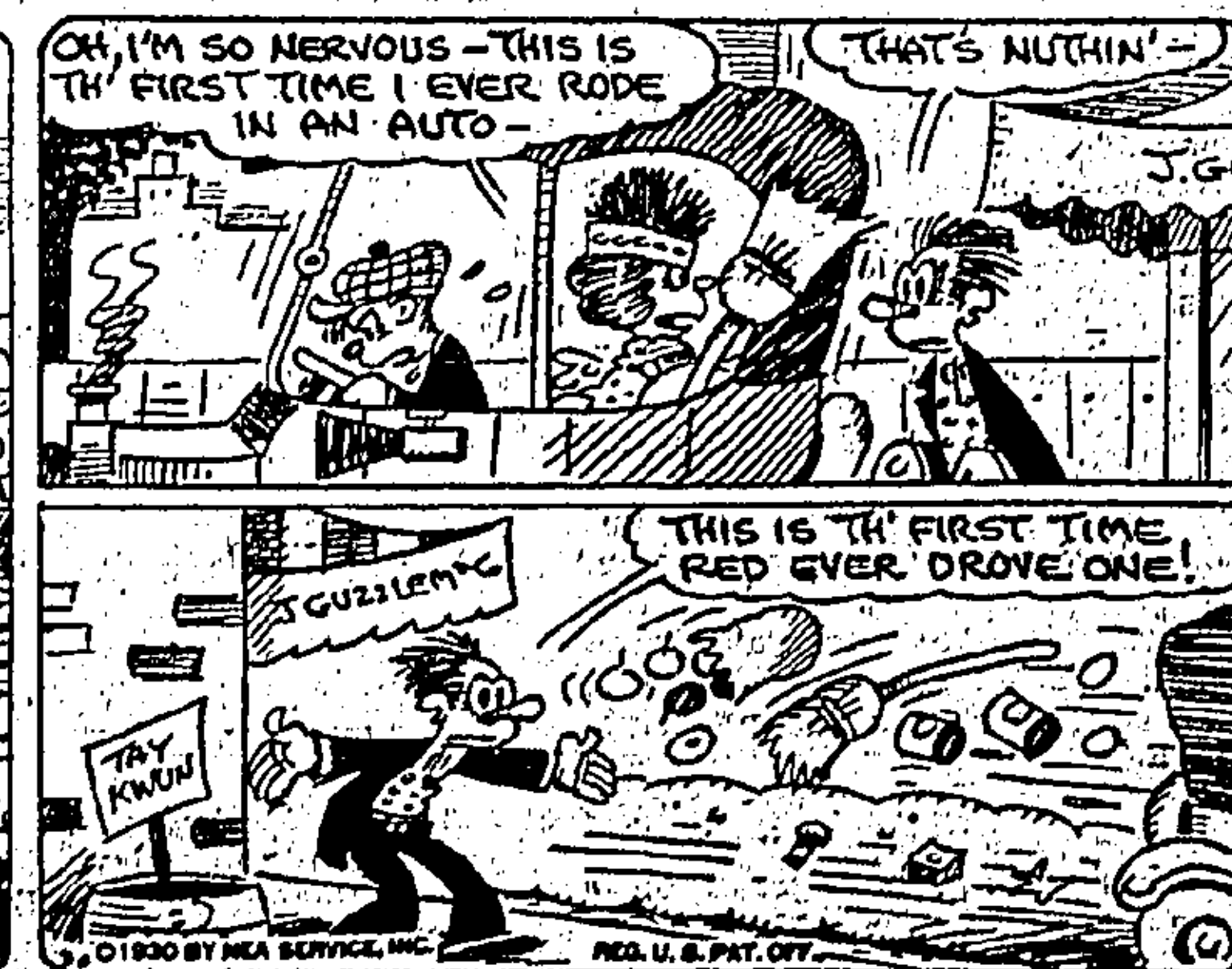
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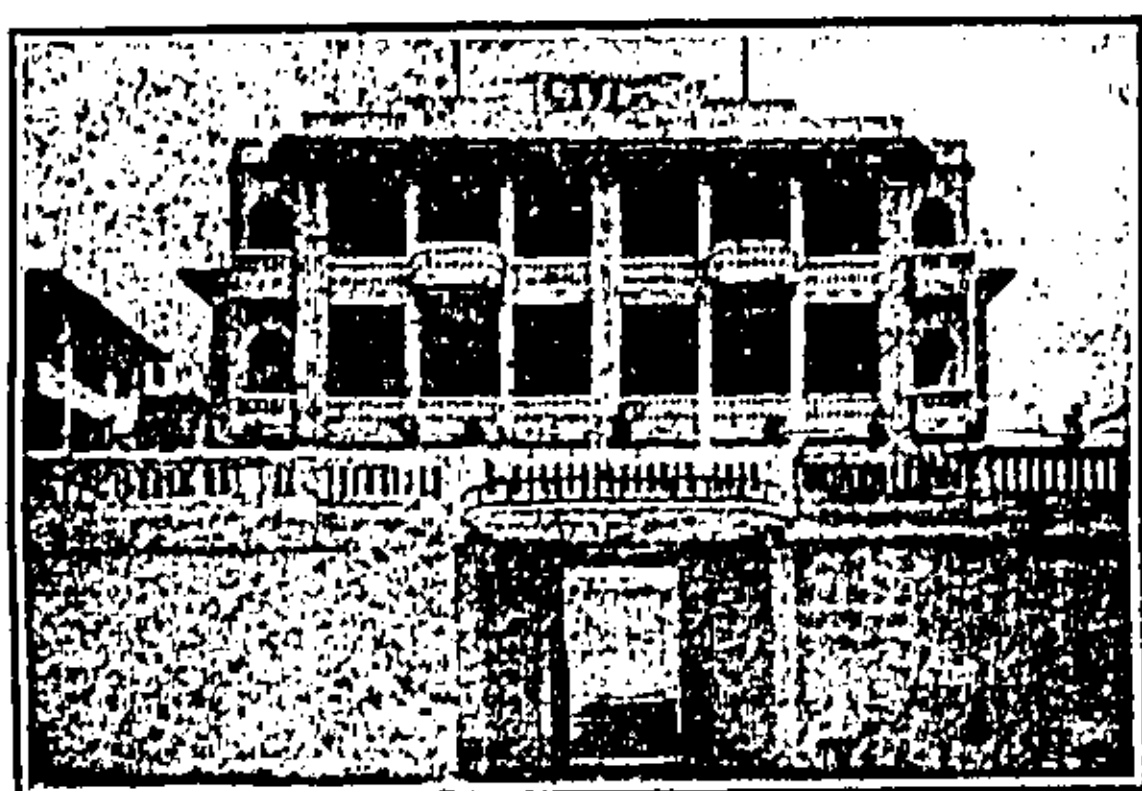
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**KOWLOON MOTOR
TRAGEDY.****MANSLAUGHTER VERDICT
AGAINST DRIVER.**

Mr. Whyte Smith, sitting as a coroner with a jury composed of Messrs. V. J. Atkins (foreman), J. J. Edgar and Yue Chi-hing, held an inquiry at the Kowloon Magistrate's Court yesterday afternoon into the death of a coolie which occurred as a result of his being pinned by a motor car against the wall of the Kowloon Godowns, on August 27.

In his opening remarks the Coroner said:—"This is an inquiry into the death of a Chinese male, Lam Sam, (35), who is alleged to have met with his death after being crushed against a wall inside the Kowloon godowns by a motor-car, which had been brought over from Hongkong in a lighter, and I think you will hear from the evidence that the car was sent over by Messrs. Gilman & Co. to Kowloon to be taken delivery of by the Duro Garage Co. Two men got into the car at the godowns and one of them, taking the driver's seat, tried to start the car. He took some time to get it started and thereafter it is alleged that he drove it into the wall and crushed the deceased. The curious fact in the case is that the driver could not be found after the accident and it is alleged that he had no driver's licence."

Coolie's Story.

Ho Hoi, a coolie, said that on August 27, he was sitting by the wall of godown No. 51 with the deceased and another man. He, witness, saw the car being lifted by a crane on a lighter and lowered on to the wharf. The foks in charge began to push the car off the carrier and after they had done that one of them named Lam Hee entered the driver's seat together with another man. The man who got into the driver's seat started the car which dashed off and pinned the deceased against the wall. The car, before it started off, was facing the main entrance so that it swerved to the left to cause the accident. Witness and one other man jumped up and made off, but the deceased was too late and was pinned against the wall. Witness did not see what happened to the driver and his companion. Some coolies pushed the car back and the deceased was found in a sitting position. He was bleeding from near the right eye and also from the stomach. An ambulance conveyed the deceased to the hospital. On the following day, witness identified the body of the deceased at the hospital mortuary. Witness had seen the driver before in charge of a crane on a lighter but had never seen him driving a car before.

Injuries Described.

Dr. J. Smalley said that at 12.10 p.m. on August 27 there was brought to the hospital a Chinese male adult about 35 to 40 years of age. He had abrasions on the left cheek and a large hole in the left side of his chest through which his lung was protruding. Five ribs on the left side were fractured. He was conscious and complained of abdominal pains. He died about 10.25 p.m. the following day. A post-mortem examination revealed that the spleen was ruptured and the abdomen was full of blood. Death was due to multiple injuries and haemorrhage.

Lam Po, the father of Lam Hee, who is said to have driven the car, said that his son was not on the lighter at the time and on the day in question. His son had disappeared that very morning and was not to be found anywhere. His son was not a licensed driver nor did he know how to drive a car.

Sergeant Roberts said that he had tested the brakes of the car and had found them to be in good working order. Sergeant Clarke also gave evidence as to the identification of the body of the deceased.

Coroner's Address.

The Coroner addressing the jury said:—"It has been proved that this motor-car was brought across in a car lighter and it has also been proved, I think, that after it was taken off the lighter a man named Lam Hee got into the driver's seat and also that another man had got into the car. Lam Hee started to drive the car, which was facing the godown gate, and there seems to be no reason why he should not have gone straight out but, instead, he swerved in a peculiar way to the left and pinned the deceased against the wall. You have heard Lam Hee's father say that his son was not on the lighter. Of course, Lam Hee might have got into the car without being on the lighter before. That is one explanation and the other is that his father is trying to shield him, which is very natural. I think you will hold that this man, Lam Hee, had no licence and that if he was the man in the driver's seat he had no business to be there. The question of responsibility therefore comes into the matter. I think it is fairly well established that if a man has no licence to drive a car and if he does so and if an accident occurs, that that man would be held criminally responsible, merely by virtue of the fact that he had no licence. But,

"Well, I heard all about the gay
Cocktail party and how
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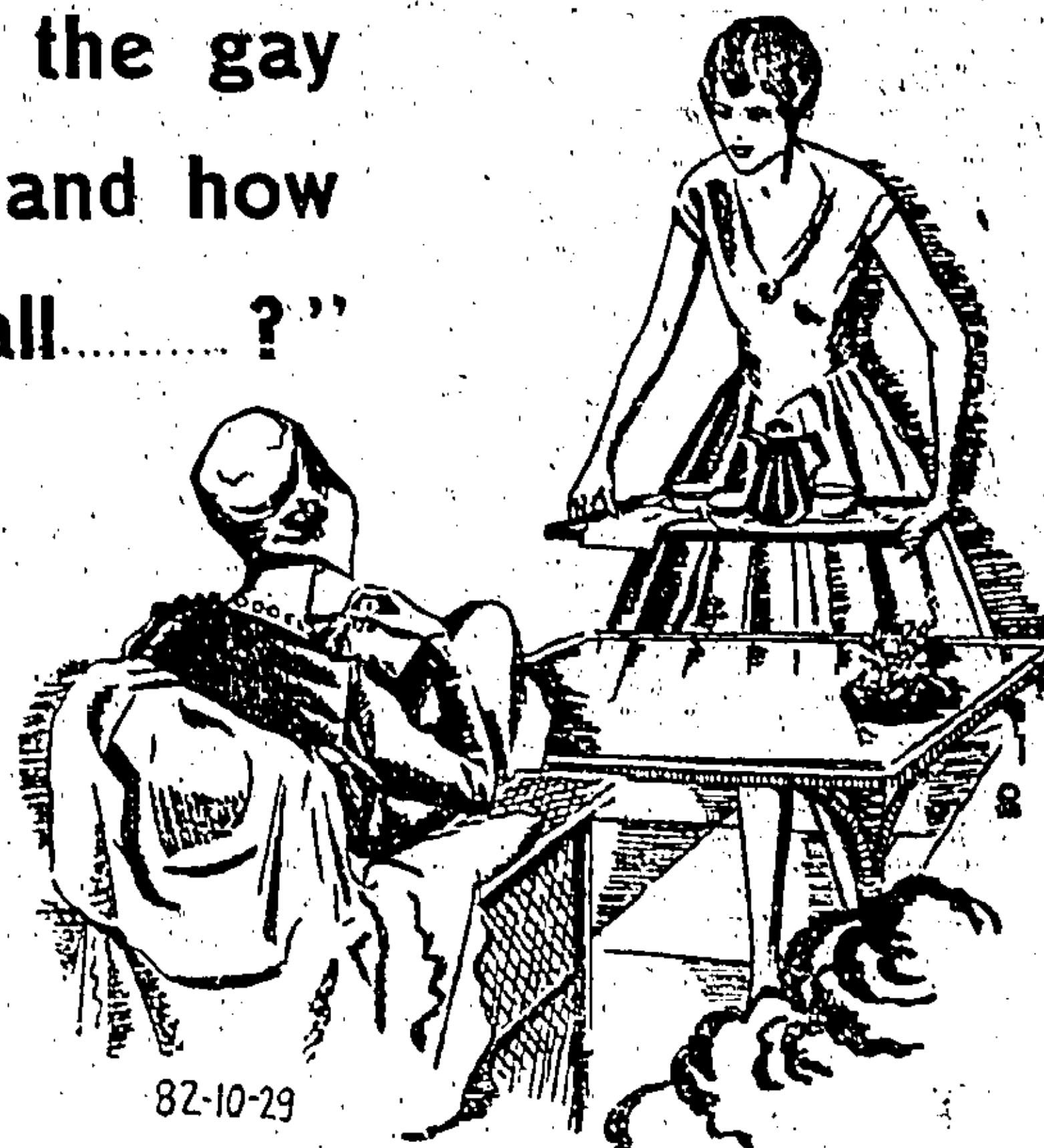
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**BRONZE BUST OF LATE
MR. LAU CHU-PAK.****CHINESE CHAMBER RESPECT
TO ITS FOUNDER.**

It was mentioned at the monthly meeting of the Chinese Chamber of Commerce held yesterday afternoon that the officials of the institution have ordered from Messrs. Raoul Bigazzi, in Florence, Italy, a bronze bust of the late Mr. Lau Chu-pak, former Chinese representative on the Hongkong Legislative Council and the founder of the Chinese General Chamber of Commerce. The bust will be displayed in the hall of the Chamber when it arrives in Hongkong.

If it were shown that the accident which occurred could not have been avoided, the mere driving without a licence is not enough in itself to make a person criminally responsible for the death of another. For instance, a man might not have a licence but might be quite a good driver and he might be driving a car when somebody might rush out in front and so cause an accident which no driver could have avoided. In such a case, I don't think that the driver could be held criminally responsible, merely because he had no driver's licence.

A Different Case.

"But it is rather a different matter when you find that a man not only has not got a licence but also that he is not able to drive. Then I should say that the presumption is stronger against him. If there is an accident in a case like that, then there is stronger presumption that that driver was criminally negligent."

"There is a third element in this case, and that is that the car seems to have swerved in an unaccountable way; in a way that one would not expect it to swerve if it were driven by a careful driver. You will find in this case a combination of three circumstances, namely, having no licence; not being able to drive a car, and actually driving in a careless manner. These three circumstances might make you come to the conclusion that there was gross negligence on the part of the driver. If this is so the verdict which you should return is one of manslaughter. If, on the other hand, there was no negligence or there was only ordinary negligence, then you will return a verdict of death by misadventure."

"I think that there is another way in which one might look at this case. The fact that the car swerved in that way looked like negligent driving in itself and, together with the fact that the driver had no licence, leads to aggravating circumstances which would raise the negligence from ordinary negligence to gross negligence. Another de-

**Where time takes no toll**

The difference between youth and age has never been less marked than it is in the woman of to-day. Women let the years pass, gracefully and ungrudgingly, for life no longer demands of them a diminution of work or play with advent of their fortieth summer. Among the dancers in the smartest clubs and restaurants are many women whose light feet belie their age. Beautifully gowned, hair fashionably dressed, eyes bright, complexions radiant, they can expect admiration in any gathering. It is one of the consolations of modern life that youth is no longer measured by years.

Perhaps it is the dazzling beauty of their complexions which seems most to defy time. Every woman can count herself young until wrinkles come, until the chin-line falls, and the face loses its firmness. To-day, thousands of women keep happily young by the regular use of Peerless Erasmic Soap.

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gnition of gross negligence is criminal recklessness. Of course, if any man should take out a car without knowing how to drive, it would be, I think, gross negligence. You have got to consider four questions:—1, Did the deceased

die as a result of being struck by this car; 2, Was the car driven by Lam Hee; 3, Was there negligence on the part of Lam Hee; and 4, Was such negligence gross negligence.

The jury answered to all these

four points in the affirmative and returned a verdict of manslaughter.

The Coroner stated that the police would have to arrest Lam Hee and charge him, as they thought fit.

TO-DAY'S WANTS.

25 WORDS\$1.50.
(\$2.00 if Not Prepaid.)
The following replies have been received:—
667, 671, 678, 683, 685, 691, 695, 705, 709.

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SMALL GOLD PENCIL, old style. Finder please communicate with Box No. 716, "Hongkong Telegraph."

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BACHELOR (British) would like accommodation with family, dining out. Particulars to Box No. 715, "Hongkong Telegraph."

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New Advertisements.

HONGKONG JOCKEY CLUB.

The Seventh Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 27th September, 1930, commencing at 2 p.m.
The first bell will be rung at 1.30 p.m.

MEMBERS ENCLOSURE.

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure. Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5.—for Gentlemen and \$2.—for Ladies are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits etc.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE

The price of admission to the Public Enclosure is \$1.—for all persons including ladies and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers' Tents etc. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

B. Order.

C. B. BROWN.

Secretary.

ROYAL HONG KONG YACHT CLUB.

"TREVESA" TROPHY.

The 14th bi-annual race for ship's lifeboats will be sailed on MONDAY, the 22nd September, starting at 4 p.m.

Each ship may enter any number of boats.

Course:—Start from Channel Rocks, thence to Kowloon Rock (P), Mark off Yacht Club (S), East Rock Mark-boat (P), finish across Yacht Club line West to E. L.

Competing boats should be in position at the starting line by 3.30 p.m.

Ships proposing to enter boats should notify the Hon. Secretary, R.H.K.Y.C. by noon on the 22nd September, but entries up till the time of the race will be received.

A launch will leave Queen's Statue Pier at 3 p.m. for the convenience of members and the general public.

M. I. De VILLE.

Hon. Secretary, R.H.K.Y.C.
Hongkong, 19th September, 1930.

THE HONGKONG & CANTON ICE MANUFACTURING CO. LTD.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Ninth Ordinary Yearly Meeting of the Shareholders in the Company will be held at Lane Crawford's Cafe, Exchange Building on Tuesday, 23rd September, 1930 at 10.45 a.m. for the purpose of receiving the Report of the Directors together with Statement of Accounts, and re-electing Directors and Auditors.

The Transfer Books of the Company will be closed from 17th to 23rd September, 1930, both days inclusive.

By Order of the Board of Directors,

M. MANUK.

Secretary.

LADIES' RECREATION CLUB.

The Annual Tennis Tournament will be held during the months of October and November. Full particulars, with entry forms may be obtained from the various Clubs.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Eighth Extra Race Meeting to be held on Friday, 10th October and on Saturday 11th October 1930 (weather permitting) may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.

Entries close at 12 o'clock Noon on Thursday, 2nd, October, 1930.

DAIRY FARM, ICE AND COLD STORAGE CO. LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at Exchange Building (First Floor), Des Voeux Road Central, Victoria in the Colony of Hongkong, on Tuesday, the 23rd September, 1930 at 11 a.m. in the forenoon, for the purpose of considering and if thought fit passing the following Resolutions as Ordinary Resolutions viz:—

(1) That the authorised capital of the Company (which is now \$1,500,000 consisting of 200,000 shares fully paid up of the nominal value of \$7.50 per share all of which have been issued) be increased from \$1,500,000 consisting as aforesaid to \$2,250,000 (consisting of 300,000 shares of the nominal value of \$7.50 each) by the creation of 100,000 additional new shares of the nominal value of \$7.50 each.

(2) (a) That 50,000 of the said 100,000 new shares be offered forthwith (in the proportion of one new share for every complete number of four issued shares held by them respectively) to the persons who on the 23rd day of September, 1930 are registered in the Company's Share Register as the holders of the said 200,000 issued shares at a premium of \$7.50 per share and so that on acceptance of the offer the nominal value due in respect of such new shares plus the said premium of \$7.50 per share (making \$15.00 per share) shall be payable in full. Such new shares (when allotted) shall rank for dividend as from the First day of January, 1931 and in all other respects pari passu with the shares constituting the Company's present issued capital

(b) That such offer as aforesaid be made by notice specifying the number of new shares to which the member is entitled and limiting the time or times within which the offer if not accepted by the member either on behalf of such member or his nominee will be deemed to be declined and that the Directors be at liberty to fix such respective times and to extend such times to such date or dates and upon such terms as they may think fit and further that any of the said 50,000 new shares which shall not be taken up by the Company's shareholders in manner aforesaid be disposed of in such manner as at such time or times and upon such terms as the Company's Directors shall in their absolute discretion see fit.

(c) That no shareholder shall be entitled to claim for a fraction of an additional new share in respect of any odd share held by him.

(d) That the remaining 50,000 new shares constituting the Company's unissued capital be issued at such time or times in such manner and for such purposes and upon such terms and conditions in every respect as the Company's Board of Directors may decide.

NOTICE IS ALSO HEREBY GIVEN that the Register of members of the Company will be closed from the 17th to 23rd September, 1930 inclusive during which period no transfer of shares can be registered.

Dated this 4th day of September, 1930.

By Order of the Board,

M. MANUK.

Secretary.

G. R. NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 22nd day of September, 1930, at 3 p.m., at the Offices of Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price.
1	Kowloon Island No. 2394	Adj. to Kowloon Island No. 2339, in Nathan Road.	100 ft. x 100 ft. x 100 ft. x 100 ft.	About 3,400	\$40	\$8,500
As per sale plan.						

G. R. NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 22nd day of September, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price.
2	Kowloon Island No. 2395	Adj. to Kowloon Island No. 2339, in Nathan Road.	100 ft. x 100 ft. x 100 ft. x 100 ft.	About 3,400	\$40	\$8,500
As per sale plan.						

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On View from Wednesday, the 24th September, 1930.

Terms:—Cash on Delivery.

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CHURCH NOTICES.

The Fourteenth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, September 21st 1930, S. Matthew's Day. Fourteenth Sunday after Trinity. Holy Communion 8 a.m. Parade Service 9.15 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: Rev. H. V. Kopp. Holy Communion 12.15 p.m. Evensong 6 p.m. Preacher: Rev. John Ford. British Chaplain at Kobe.

St. Andrew's Church, Kowloon. Fourteenth Sunday after Trinity. St. Matthew. 8.15 a.m. Holy Communion. 10.00 a.m. Children's Service. Bible Class for Lads and Young Men 11 a.m. Morning Prayer and Sermon. Commemoration of Tenth Anniversary of foundation of 2nd Hongkong Scout Troop. Address by the Rev. E. A. Armstrong, Commissioner for Boy Scouts in Kowloon and New Territories. Immediately after the Service there will be an Investiture of Scouts. 6 p.m. Evening Prayer and Sermon. Preacher, the Vicar. Subject: "The Kingdom of God and Eternal Life."

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Matter." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass, U.S.A.

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KOWLOON SCOUTS.

TENTH ANNIVERSARY OF ST. ANDREW'S TROOP.

The 2nd Hongkong (St. Andrew's) Troop of Boy Scouts celebrates its Tenth Anniversary to-day. The Troop was formed on September 20th, 1920, under the leadership of Capt. H. Fogg, O.B.E., M.C.

A special service is being held at St. Andrew's Church, Kowloon, to-morrow, at 11 a.m. in commemoration of the anniversary. All Scouts and Cubs of the troop will be present, as well as the Girl Guides of the Kowloon and New Territories District. All other Scouts, Cubs and Guides of the Colony will be very welcome at the service.

The address will be given by the Rev. E. A. Armstrong, B.A., the Boy Scout Commissioner for Kowloon and the New Territories.

After the service an Investiture will be held when eight recruits will be "sworn-in" as Scouts.

The Hongkong Ladies' Guild and Ministering Children's League advertise that a Bridge and Mah Jong Drive will be held at the Peak Club on Monday, October 20th, at 3.30 p.m. Tickets are sold at \$2.00 each and include tea. Further particulars may be obtained from Mrs. Owen Hughes, 402, The Peak.

POST OFFICE NOTICE.

RADIO NOTICES

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

NEW POSTAGE RATES.

The following rates of postage are now being charged on letters (other than postcards) addressed to the following destinations:—

Destination	Rate of Postage
Places in the Colony	8 cents for each oz. or part of an oz.
United Kingdom and British Possessions and Protectorates	8 cents for each oz. or part of an oz.
Macao	4 cents for each oz. or part of an oz.
China proper, excluding Sinkiang, Mongolia and Tibet	4 cents for each oz. or part of an oz.
Foreign Countries generally	14 cents for the first oz. and 8 cents for each additional oz. or part of an oz.

The special rate of 2 cents per 4 oz. on newspapers published in the Colony and addressed to Hongkong, United Kingdom, British Possessions and Protectorates, China and Macao has been abolished and the rate of 2 cents per 2 oz. substituted therefor.

Circulars for addresses in the Colony or Wei Hai Wei, which are posted in batches of not less than ten of uniform size and weight, and which are posted by being delivered to an officer of the Post Office, are now charged postage at the rate of 2 cents for each 2 oz. or part of 2 oz. instead of 1 cent per 2 oz. as heretofore.

On and after Wednesday 1st October the entrance to the Parcel Delivery Section of the General Post Office will be in Des Voeux Road opposite Messrs. Whiteaway & Laidlaw's Store.

Parcels for posting at the General Post Office should still be handed in, as at present, over the counter in the Public Hall.

INWARD MAILS.

From	Per	Due
Shanghai and Swatow	Sunning	September 20.
Europe via Negapatam, (papers only London 21st August)	Fushimi Maru	September 20.
U. S. A., Honolulu, Japan and Shanghai (San Francisco, 22nd August)	Pres. Harrison	September 20.
Manila	Pres. Jackson	September 21.
Amoy	Tjikembang	September 21.
Shanghai and Amoy	Taiyuan	September 22.
Japan	Atsuta Maru	September 22.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 29th Aug.)	Pres. Taft	September 22.
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver B. C. 4th September)	Emp. of Japan	September 24.
Straits	Nagpure	September 24.
Amoy and Swatow	Van Heutz	September 24.
Europe via Suez, (letters and papers, London 28th August and parcels 21st August)	Khyber	September 25.
Shanghai and Amoy	Tjibadak	September 28.
Saigon	Porthos	September 29.
Straits	Cremor	September 30.
Japan and Shanghai	G. Metzinger	September 30.
Shanghai	Patroclus	September 30.
Batavia	Tjisondari	October 1.
Australia and Manila	Nellore	October 5.

OUTWARD MAILS

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time.
Straits	Oanfa	Sat., Sept. 20, 2.30 p.m.
Saigon	Stagen	Sat., Sept. 20, 2.30 p.m.
Foochow	Luchow	Sat., Sept. 20, 3.30 p.m.
Shanghai, Japan and Siberia	Fushimi Maru	Sat., Sept. 20, 8.30 p.m.
Sam Shui and Wuchow	Tai Ming	Sat., Sept. 20, 4 p.m.
Foochow via Swatow	Cheongshing	Sat., Sept. 20, 5 p.m.
Manila	Pres. Harrison	Sat., Sept. 20, 5 p.m.
Amoy	Kwangtung	Sat., Sept. 20, 5 p.m.
Bangkok via Swatow	Kwangchow	Sun., Sept. 21, 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., Sept. 21, 9 a.m.
Swatow	Hydrangea	Mon., Sept. 22, 3 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, C. and S. America and Europe via San Francisco and Europe via Siberia	Pres. Jackson	Mon., Sept. 23, 8.45 a.m.
	Parcels	Registration 22nd Sept. 5 p.m. Letters 23rd Sept. 8.30 a.m. (Due San Francisco 16th October).

Manila, Australia and New Zealand via Thursday Island	Tai Ping	Tues., Sept. 28, 5 p.m.
	Parcels	Registration Sept. 23, 9.45 a.m. Letters 10.30 a.m. (Due Thursday Island 4th Oct.)

Manila, *Australia and *New Zealand via Thursday Island	Atsuta Maru	Tues., Sept. 23, 8.45 a.m.
	Registration	22nd Sept. 5 p.m. Letters 23rd Sept. 8.30 a.m. (Due Thursday Island 6th Oct.)
Batavia	Tjikembang	Tues., Sept. 23, 1 p.m.
Swatow, Amoy and Foochow	Halching	Tues., Sept. 23, 1 p.m.
Japan, Canada, U.S.A., Central and South America and Europe via Victoria B. C.	Hikawa Maru	Tues., Sept. 23, 4.15 p.m.
	Registration	22nd Sept. 5 p.m. Letters 23rd Sept. 8.30 a.m. (Due Victoria B. C. 16th Oct.)
Shanghai and Europe via Siberia	Hikawa Maru	Tues., Sept. 23, 5 p.m.
	Registration	22nd Sept. 5 p.m. Letters 23rd Sept. 8.30 a.m.

Swatow	Hopsang	Wed., Sept. 24, 8.30 a.m.
Hoihow, Pakhoi and Haiphong	Chengtu	Wed., Sept. 24, 9.30 a.m.
Amoy	Taiyuan	Wed., Sept. 24, 3.30 p.m.
Manila	Emp. of Japan	Wed., Sept. 24, 4.30 p.m.
Amoy and Japan	Suisang	Wed., Sept. 24, 5 p.m.
Straits	Van Heutz	Thurs., Sept. 25, 9 a.m.
Swatow, Amoy and Foochow	Haiyang	Fri., Sept. 25, 1 p.m.
Straits and Calcutta	Yuensang	Sat., Sept. 27, noon.
	Letters	1 p.m.

Swatow	Hopsang	Wed., Sept. 24, 9.30
Hoihow, Pakhoi and Haiphong	Chenctu	Wed., Sept. 24, 3.30
Amoy	Taiyuan	Wed., Sept. 24, 3.30
Manila	Emp. of Japan	Wed., Sept. 24, 4.30
Amoy and Japan	Suisang	Wed., Sept. 24, 4.30
Straits	Van Heutz	Thurs., Sept. 25, 10.30
		Fri., Sept. 26, 10.30

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ACKNOWLEDGMENT.

Mrs. D. B. Antonio wishes to thank all friends for visits and kind enquiries during her recent illness. She regrets not being able to thank them personally.

The
Hongkong Telegraph.

SATURDAY, SEPT. 20 1930.

THE UNEMPLOYED IN MALAYA.

There have, of late, been a number of references in Malayan newspapers to the serious unemployment problem which is facing Europeans in that country owing to the severe slump in rubber—the greatest on record—as well as the depression in the tin-mining industry and general commercial gloom. An article from a Straits paper which was reproduced in the *Telegraph* yesterday indicated the anxiety with which such bodies as the Ex-Services Association of Malaya view the present situation and the prospects of it worsening. Few people outside the British territories in Malaya realise the gravity of the position that has arisen. In Hongkong, the European community is liable to have sections of its members affected by acute business depression, as witness the retrenchments following the big strike and boycott of 1925 and the closing down of one of the big local industries. We are fortunate, however, in not having any staple industry which employs very large numbers of Europeans and which is liable to severe fluctuations of prosperity, such as rubber-planting. In British Malaya, in normal times, the white employees of estates and tin mines number well over a thousand of the more junior men, liable to be "axed" in time of stress. Both tin and rubber have seriously slumped in market value, and the estates are particularly affected, with urgent economies necessary if most of them are to avoid bankruptcy. There are discussions proceeding at present as to the feasibility of re-introducing tapping restriction on the lines of the Stevenson scheme of eight years ago. That can be left to the men on the spot to decide. Britons in other parts of the Far East, however, cannot fail to take a special interest in the hardships which face so many of their fellow-countrymen because of the slump. Already, scores of Europeans are out of work, and are earning a very precarious living in occupations

which they would have scorned a few years ago. One hears of educated men, formerly in receipt of good salaries, working as coolie-overseers at paltry wages which can barely provide food and cheap lodging. They are to be admired for their courage, but they are not serving to uphold the prestige of their class which is such an important matter in the East. In Malaya especially, the white man assumes an importance which is not required in the homeland, and prestige, involving the refusal of low-paid jobs or residence in certain localities, is a paramount consideration. These out-of-works, who are now taking the places of Asiatics in more humble employment, are, apparently, merely the forerunners of hundreds more who are expected to be thrown upon an already overstocked labour market in the near future.

The problem is to afford relief that will enable a man either to tide over the slump or else keep respectable while seeking suitable employment. However, the slump threatens to be of long duration, and other branches of employment are not likely to be able to absorb more than an infinitesimal portion of the planting community. Wholesale repatriation of the unemployed Britons, it is pointed out, is no remedy, and would deplete the country of valuable, experienced workers, who may be required any time prosperity returns. The Malayan Government learned this through their experience in 1921-22, just before the Stevenson restriction scheme rescued the rubber industry from its last great slump. Hundreds of European planters were financially aided to get home or emigrate to the Colonies, particularly Australia, and they were little better off for it. Many drifted back, but many more who were an asset to the country never returned. It follows that the best plan would be to keep these men in Malaya as long as possible, while helping them to retain their self respect and that of the native races. The Ex-Services Association of Malaya appears to favour a suggestion that unemployed Europeans be enrolled in a special Volunteer force until the economic crisis passes. This seems to be a feasible scheme, and one which other Crown Colonies might keep in mind. Malaya, like Hongkong, pays a big military contribution annually, and it would be only reasonable if some of that fund could be diverted towards aiding men who at the best of times are potential defenders of the territories where they are employed, and in a critical period are of possibly greater value—most of them being trained and all having special knowledge of the country and the native language—than even a battalion of regular troops. At any rate, Hongkong observes the sister Colony's problem with the greatest sympathy.

Rendition Gestures.

In a statement issued regarding the intended rendition of the British Concession at Amoy, stress has been laid on the point that the area affected is small in size and of no real commercial importance. Whilst that may be perfectly true, we cannot but deplore the tendency which is reflected in the decision to hand back the Concession to China. The terms of rendition are to be the same as those in regard to Chinkiang, which was returned last year. Since then, we are told, there has been no trouble at Chinkiang, "and it is presumed that the same state of affairs will reign at Amoy." May we point out, however, that it is not safe to dogmatise on what may or may not happen anywhere in China? No-one, of course, will seriously suggest that Chinkiang's immunity from trouble last year is a consequence of the former British Concession being placed under Chinese rule: it is a mere coincidence, and nothing more. But in the matter of these Concessions we are not at the moment concerned with the question of untoward incidents. What we would ask in all seriousness, is what benefits are likely to accrue as the result of this handing

DAY BY DAY

GRACE IS TO THE BODY WHAT GOOD SENSE IS TO THE MIND.—La Rochefoucauld.

The Government Gazette notifies that the following have been struck off the register of companies:—The Hung Tak Lan Company, the Chung Yuen Hotel Company, the Ho On Steamship Company, and the China Chun Hung Shin Company.

His Excellency the Governor has appointed, provisionally, and subject to His Majesty's pleasure the Hon. Mr. R. H. Kotewall, C.M.G., L.L.D., to be temporarily an Unofficial Member of the Executive Council in the place of the Hon. Sir Shouson Chow, who is temporarily absent from the Colony.

The friendly football matches which take place at the North Point Stadium at 3.30 and 4.30 p.m., in which the Navy and the Somerset will provide the opposition, have been arranged by the Chinese Athletic Association, and not South China, as stated yesterday. The Athletics will have their first and second XI's out.

The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Long Vacation, except on Public and General Holidays, when the offices will be entirely closed, and on Saturdays, when they will be open from 10 a.m. to noon, subject, however, to the provisions of section 5 of the Supreme Court (Vacations) Ordinance, 1898, so far as it relates to the Criminal Sessions. The Long Vacation commences on the 20th instant, and terminates on the 17th October, (both days inclusive).

The League of Nations Health Bulletin of Eastern Ports for the week ended September 13th shows the following cases:—Plague: Bombay 1, Alexandria 2 (2 deaths), Rangoon 5 (4 deaths), cholera: Bombay 1 (1 death), Calcutta 9 (4 deaths), Manila 7 (1 death), Ho-Ilo 1 (2 deaths), Shanghai 1 death, Greater Shanghai 18 (2 deaths); small-pox: Calcutta 3 (1 death), Cochin 1, Madras 6 (1 death), Pondicherry 1 (1 death), Penang 2, Batavia 2, (1 death); typhus: Port Said 1; cerebro-spinal fever: Shanghai 1 death.

back of Concessions? Experience has shown, in the cases of several of the areas affected by this policy, that conditions have definitely become worse for everybody concerned, Chinese and foreigners alike. Is it not, therefore, the height of folly to hand over Concessions which we know from experience will be badly administered and whose residents will enjoy far less security and justice than hitherto? However, this business of making friendly "gestures" to China is obviously to continue, even though all the giving is one one side and all the taking on the other.

TOPSY-TURVEYDOM

Dragged to Guillotine.

In the public square at Rouen the murderer, Henri Verdere, who suffocated an eight-year-old girl after luring her into his room, was executed at dawn. The guillotine had been set up during the night. On being awakened Verdere took the traditional rum and cigarette without a word. When the time came for the walk to the scaffold he set up a violent resistance and had to be dragged from his cell and tied to the guillotine with rope. Light was just appearing in the sky when the knife fell.

Firemen Rescue Crow.

Paisley firemen were summoned to rescue a young crow which had become entangled in a piece of netting on the top of a tall tree. By means of ladders the firemen reached the top of the tree, but owing to the alenderness of the branch they could not get near the bird. Eventually the branch was secured by a rope after which it was sawn through and lowered to the ground when the trapped crow was released.

P.C. Arrests an Ostrich.

Residents of Goff's Oak, near Barnet, Herts, were surprised to see a policeman on a bicycle chasing an ostrich along the main road, at Barnacle Hill. Overcoming their surprise, many joined in the pursuit. The constable, P.C. Brown, was cycling along his beat when he encountered the ostrich, which had escaped from a Zoo at Tanfield Stud Farm. With the help of motorists and pedestrians he outflanked the bird, and drove it into a shed where it remained a captive until removed by its owners.

Rats.

This is the story of the remarkable rats of Thorpe Village, Surrey. According to Councillor Black they thrived on poison; played with cats; and grew as large as their feline friends. Byfleet dump was their happy hunting and playing ground, so long in fact, that there were soon hundreds of them. Then Chertsey Rural Council took a hand and put down special poison baits, but the rats merely found in this a new diet. Even a professional rat catcher was unsuccessful to wipe out rat town. When Thorpe was in despair there appeared, however, a modern pied piper who, for the modest sum of 2s. commenced to wage a deadly war on the rodents. He has a secret and deadly bait, and his services are being retained by the Rural Council until the last rat has disappeared.

Great Scot!

Joseph Patrick Burns, a Scotsman from Glasgow, was spending a holiday in Bournemouth. Fined five shillings in the local court he paid the money and added 5s. to it for the Poor Box.

The Helper Helped.

Mrs. J. H. Hodges, of Addlestone, Surrey, is a patient at a hospital for which she was collecting when she was injured in a road accident. During Addlestone carnival she toured the streets with a barrel organ. She was carrying a Weybridge hospital collecting box when a motor-cyclist knocked her down.

Good Cheer at Funeral.

"In accordance with the custom in Cleveland, a bidder to my funeral be sent round the estate, and that wine, beer and sandwiches be provided at the expense of my general estate for tenants and others who are present at my funeral."

This was a desire expressed in the will of Mr. John Kenneth Foster, of Egton in Cleveland, Yorks, and of 49, Pont-street, S. W., woolen manufacturer, who left unsettled property of the gross value of £128,823.

Grafitude.

The next time Mr. Albert Guy of Tulsa City, Oklahoma, gets into difficulties in the municipal swimming pool, he'll drown. A little while ago he was saved from drowning in the pool by a life-guard. A few days after he had recovered his lawyer presented the City with a bill for £5. Guy claimed £3 because he was permitted to be almost drowned, and another £2 because of a bruise on the head suffered, he says, when the life-guard dropped him after dragging him from the pool.

Late Love-Letter.

A man on a tricycle riding down the Rue Gay-Lussac, Paris, swerved to avoid colliding with a pedestrian, and his machine crashed into a door of the Luxembourg Station, which had not been used for years. The door fell in splinters and revealed a boxful of stamped and undelivered letters, which, on examination, were found to be 26 years old. Among them was a postcard written by a student of the Latin quarter to a girl saying, "Meet me at the bus terminus at the Pantheon."

G.B.S. Wants to Forget Age.

Though Mr. George Bernard Shaw recently celebrated his seventy-fourth birthday he had no desire to remember it. "The more my birthday is forgotten the better I am pleased," he told a reporter: "By deed pall I have discarded my birthday for ever." The world is wondering if he will for ever remain George Bernard Shaw and even he has doubts upon this question. "There have been rumours that he may be asked to accept a peerage. 'If they could find me a more distinguished title than George Bernard Shaw I might consider it,' he has declared.



"Don't feel badly about losing your pipe, Ralph. I've bought Snooksy-Ooksum a brand new one."

Y.M.C.A. WINTER PROGRAMME.**MOCK PARLIAMENT SCHEME APPROVED.****LOCAL POLITICS.**

A well-attended meeting of members of the European Y.M.C.A. was held last evening, when the forthcoming winter programme was discussed and certain decisions arrived at.

Mr. P. S. Cassidy presided, and a report of the summer activities was presented by Mr. A. W. Ingram, which showed that the bathing picnics, monthly dances and concert, had been a big success, and that the sports activities of the Association had been well maintained with golf, billiards and tennis tournaments.

It was subsequently decided that the monthly meetings of the Literary and Debating Society, which last year took the form of an open debate on certain subjects, should this winter be set aside for a Mock Parliament. It was suggested that the Government should hold office until the New Year, when the Opposition would automatically form the Cabinet, and that members, holding portfolios, should introduce Bills, such as the Municipality of Hongkong and the nationalisation of local public services. A committee was appointed to arrange the full details.

Other good working committees were elected for the purpose of arranging and controlling social evenings, to include the popular "Ladies' Night," dances, concerts, fireside discussions, etc., and in addition, library, rambling, and billiards committees were appointed.

A suggestion that the Association should form an Amateur Dramatic Society was well received, and a strong committee was elected to go into the details and to test its possibility.

Before the conclusion, Mr. Cassidy urged the necessity of close and hearty co-operation for the successful carrying through of the programme.

£1 A MONTH GIVEN AS PENSION.**GOVERNMENT AND AIR RAID WIDOW.**

At the annual meeting in London of the Civilian War Claimants' Association reference was made to the recent High Court decision in favour of the Crown in the petition of right involving £45,000,000. This sum was claimed on behalf of civilians who suffered loss and damage during the war.

Mr. George M. Judd, the chairman, said an appeal would probably come before the Court of Appeal before Christmas.

He alleged that the association was in possession of facts unconnected with that case that amounted to a grave public scandal. He continued:

"We have a letter from the Town Clerk of Folkestone, dated July 10, 1917, stating that in the air raid on Folkestone on May 25, 1917, 72 people were killed and 91 injured, and 80 houses were wrecked or damaged."

"Every case of death, except one, was traced with a view to finding out how many had received the pensions which in 1921 the Crown, as the basis of its claims against Germany, had stated had already been granted. The Crown claimed from Germany £105,264, as being the capital value of the 'pensions granted.'"

On May 10, 1927, the Town Clerk informed us that out of the 72 deaths, only one pension had been granted. This was to a woman whose husband had been killed (one of the many widows made through this air raid). She was in receipt of the munificent pension of £1 per month.

PARACHUTE FALLS IN THE SEA.**CROWD WATCHES RESCUE OF FRENCH ACTRESS.**

A French actress, Mlle. Maryse Bernard, had an unnerving experience at the aviation meeting at Vert Plage, Ile d'Oleron, when the parachute in which she was making a descent from a height of 4,000 feet was carried out to sea by the wind and came down in the water three or four hundred yards from the shore.

A large crowd gathered on the beach anxiously watching the boats put out to the rescue. Owing to the state of the sea they had great difficulty in reaching the parachute, which could be seen floating on the waves.

Mlle. Bernard had lost consciousness when she was eventually rescued and had to be taken to hospital to be revived. She was not, however, in any danger.

CANTON STRIKE CONTINUES.**RESTAURANTS NOT ALLOWED TO APPEAL.****HUNDREDS AFFECTED.**

Canton Sept. 19. In spite of the fact that the restaurant strike was called on the 6th, and appeals were made to even such high quarters as the State Council and the Ministry of Finance, the situation remains unsettled.

Apparently thinking that the case should be settled once for all, the Commissioner of Finance has issued a notification to the strikers forbidding further appeals to the Government, and mentioning also that the Department will not reduce the amount fixed at \$800,000 per annum, should the strikers want to take over the farm, and also refusing to countenance the petition requesting for the abolishment of the new regulation.

The dispute has come to a stage when the strikers may have to either call off, and take the terms as laid down by the Department of Finance or suspend business entirely.

To discuss these important issues at last meeting of the restaurant and eating houses was convened yesterday, the decision of which would mean the continuation or suspension of a business which employs hundreds of workers and serves Canton's thousands. The Merchants' Union, and General Chamber of Commerce have been requested to send delegates to attend the meeting.—Canton Gazette.

FRENCH FATHER'S EXPERIENCE.

(Continued from Page 1.)

Impression he made on those who first saw him was that of someone returned from the grave.

Like Wild Man of Woods.

Unable to stand or to sit upright, he wore the shreds of what remained of his clothes when he was captured six months before. His hair dishevelled, with the addition of five months' growth, gave him the appearance of a wild man of the woods. It was in this condition that the photograph was taken. It bears a witness to Communist regime in regions only half a day's sail from Hongkong! Five days after deliverance, Father Waguet was brought to Hongkong to St. Paul's Hospital, where he is being nursed back to health by the Sisters of St. Paul of Chartres.

Some idea of the state of emaciation to which he is reduced is shown by his weight. When he entered hospital he weighed 85 pounds. Formerly he was a man of nearly twelve stone weight.

"Reds" Everywhere.

It may safely be said that the regions through which Father Waguet passed during his captivity are completely in the hands of Communists. Scarce five villages in a hundred can be found where "Reds" do not dominate; and these villages must soon capitulate or suffer the awful consequences of a "Red" invasion.

The "Red" forces in Hongkong are a reality growing every day. They are in receipt of arms almost daily, like any of the warring factions in China. They are acting under direction of military chiefs. They follow a definite programme of propaganda and of execution. Their resources seem considerable; their aim is no partial conquest of the Chinese Republic.

Without exaggeration, it may be stated that unless some energetic Government action be taken and trained soldiers be sent into the affected regions, we are far from seeing the end of this "Red" invasion. Indeed, Father Waguet was warned by the Communists of Hoifung that three other Fathers would be captured, one French and three Chinese.

It is to be noted also that the village of Toun Ha, where Father Waguet was captured, is completely isolated, far from all ways of communication with the outer world. Whence it may be inferred that the Communists visited this village with the express purpose of capturing this individual missionary.

The Government Gazette notifies that Royal approval has been given to the following appointments of Unofficial members of Council.—The Hon. Mr. C. G. S. Mackie, to the Executive Council in the place of the Hon. Mr. W. E. L. Shenton, temporarily absent from the Colony; the Hon. Mr. Paul Lauder, to the Legislative Council in the place of the Hon. Mr. W. E. Shefferson; the Hon. Mr. J. Paterson, to the Legislative Council in the place of the Hon. Mr. B. D. F. Beith, temporarily absent from the Colony.

A FAMOUS HOUSE TO GO.**MAN WHO SENTENCED A KING.****YARMOUTH CHANGE.**

Yarmouth is shortly to lose one of its best-known Elizabethan houses—the Star Hotel.

Facing the harbour, near the town hall and adjoining the post office, it overlooks what in a Continental city would be the grand place. Yarmouth calls it Hall Quay. The hotel has a courtyard extending eastward for 300ft.

Its exterior of smooth, squared flints has changed but little. The first-floor balcony is supported on pillars, and the rooms on each side of the entrance on the ground floor used to be low as at the time the house was erected it was customary to use these for merchandise. The principal rooms were on the first floor and at the back, where it was then usual to have a garden.

A broad oak staircase with shallow steps and heavy balustrade leads to the principal apartment, called the Nelson Room, because of a portrait of the admiral, painted by a native artist, H. M. Keymer, which used to adorn it. The picture is now in the town hall.

Oak Gone to U.S.

This room used to be lined throughout with richly carved oak panelling, sanded by age, but some time ago this was sold to the United States. The walls were paneled to a height of 9ft., divided at intervals by pilasters, supporting pedestals carrying figures, above which were a moulded cornice and an artistic ceiling. Over the fireplace, carved in high relief, were the arms of the Company of Merchant Adventurers of England, incorporated early in the 16th century.

There is every reason to believe the house at one time was the property and residence of Bradshaw, president of the commission by which Charles I was condemned to lose his head on the scaffold. Tradition states that this commission met in another ancient house, No. 4, South Quay, built in 1596, which still remains.

William Crowe, who acquired a considerable fortune as a merchant at Yarmouth, where he served the office of bailiff, equivalent to a modern mayor, in 1594 and in 1606, built for his private residence the house now known as the Star Hotel. He was one of the Merchant Adventurers of England.

The house served as a hotel for 100 years. Now the Treasury has purchased it to pull it down to permit extension of the post office.

HOAX ON A FIRE BRIGADE.**ELEVEN FALSE CALLS IN ONE NIGHT.****CULPRIT IN A CAR.**

Within five hours, between nine o'clock one night and two o'clock the following morning, eleven false alarms of fire were given from public telephone boxes in various parts of the London area.

The alarms resulted in 43 fire engines and escapes, with nearly 300 firemen being sent out.

When they reached the points where fires had been indicated, there was no sign of either a fire or the hoaxer who had put through the calls.

The first call was made from Percival-street, Clerkenwell, and the last from Forest Hill, S.E.

Scotland Yard's help was called in an effort to trace the culprit. The police think he may be an ex-fireman with a grievance, and that he motored or cycled around London giving false alarms.

The hoaxer was apparently well acquainted with the Brigade procedure, and in every case told an impressive tale of the "fires."

The penalty for giving a false alarm of fire is a fine of £25, or three months' imprisonment.

The danger involved by these malicious false alarms is incalculable, said Mr. A. R. Dyer, Chief Officer of the Brigade, to a reporter.

"While the life-saving appliances are out answering a false summons, serious outbreaks might occur in a totally different quarter, and lives be lost before the brigade could reach them."

Florida is right in the line of airline leading from the United States to South America and, consequently is adopting aviation fast. "Had the state been air-minded at an earlier date, it would now be enjoying aviation manufacturing that is established in many western states that are reaping their reward," says Governor Carlton.

ALLEGED ARMED HOLD-UPS.**STORY OF A YOUTH'S PISTOL THREATS.****GRAPHIC EVIDENCE.**

The different ways in which two garage proprietors and a motorist dealt with a youth who was alleged to be armed was described to the Brentford magistrates when Stanley Louis Eugene Stenson, aged 21, of no fixed abode, described as a motor driver, was again charged with being armed, with a loaded pistol and 49 cartridges, and with stealing a motor-car worth £395 from a motorist at Hounslow. He was remanded, bail being refused.

Mr. Morgan, for the Director of Public Prosecutions, said that further charges had been preferred against Stenson—of stealing the petrol in the car, of attempting to rob Mr. Stephen West a garage proprietor, of being armed with a revolver, and also of robbing another garage proprietor, Cecil William Odell, at Camberley.

Cecil William Odell, of Branksome Hill-road, Sandhurst, Berkshire, said that at 5 a.m. on August 12, a car pulled up outside the garage where he worked at Camberley. Stenson, who was driving, asked for some petrol and oil, valued at 4s. 8d., which was supplied.

"Put Them Up."

"He asked me for a receipt," added Odell. "I unlocked the office to go to the cash register. I turned round to give the receipt and saw him standing inside the door with a revolver in his hand pointing at my chest."

"He said, 'Put them up.' I folded my arms and swore, saying, 'Is that—thing loaded?' He opened the breech so that I could see the cartridges and then cocked the revolver again."

"He asked me to open the till and I refused. He asked me again to open it or he would shoot. I again refused."

"There was a pause and then he manoeuvred round still pointing the revolver at me until he got me away from the till."

"He opened the cash register, pressing the 'no sale' button, and took some money out of the drawer. 'Keeping me covered, he backed to the door and looked it on the outside, leaving me inside. I watched him jump into the car and drive away. I took the number but made a mistake.' He added that £5 17s. was missing from the till."

"I Will put a Bullet in You."

Mr. Alfred James Champion, a builder, of Martindale-road, Hounslow, described how he stopped at a coffee stall near the entrance to the Great West Road while driving home from London about 12.30 a.m. on August 13.

"Stenson asked me to give him a lift and I agreed," he said. "He told me he was a motor-driver who had been to London looking for a job. When we got to a point where I turned off to go home, he said, 'Drive on a bit, or I will put a bullet in you.'"

"He had a revolver in his right hand. I drove along about fifty yards and he told me to stop. He gave me a newspaper cutting which said in big letters, 'Camberley Hold-up.' I tried to reason with him and offered him £2 or £3, which he did not want to take."

Mr. Champion added that he finally got out, and that Stenson drove away towards Staines.

Mr. Stephen West, a garage proprietor of North Warborough, Oxfordshire, Hampshire, told of his being knocked up at 3.30 a.m. on August 13.

"I saw Stenson standing outside," he said. "He asked for petrol and oil, which I supplied. He gave me 5s. 7½d. and asked for a receipt for his boss."

"I went into the shop to make out the receipt. When I turned to hand it to him, he pointed a revolver at me and said, 'Hands up.'"

"I seized the revolver. In my hand, struggled with him, and got the revolver away from him."

Mr. West produced the revolver he took from Stenson which, he said, contained seven live cartridges and one spent one.

MAKING WIRELESS 'PHONE SECRET.**SPOKEN WORD JUMBLED AND RESTORED AGAIN.**

Hague, Sept. 19. An interesting experiment, the purpose of which is to make wireless telephony secret, is being carried out between Holland and the Dutch Indies, by means of an apparatus which transforms the spoken word into an unintelligible jumble of sound, but which automatically restores the correct sound in a specially constructed receiver.

A WIFE'S TRAGIC CONFESSION.**JURY'S SEVERE CENSURE OF LODGER.****DESPICABLE CONDUCT.**

A remarkable letter of confession by a wife was read by the Coroner at an inquest at Watford, during which the behaviour of a lodger was described by the jury as "despicable in the extreme" and also met with the severe censure of the Coroner.

The inquiry concerned the deaths of Mrs. Louisa Judd, aged 32, and her son, Kenneth, aged three, who died of gas poisoning. The jury found that the boy was murdered by his mother, and that she committed suicide while of unsound mind.

Mr. Arthur Judd, her husband, said his wife had suffered from nerves since the death of her first child four years ago. He had never suspected his wife of infidelity. "There was never a purer woman," he said.

Two lodgers, it appeared, lived at the house of Mr. and Mrs. Judd, and when one of them, Hayden George, went into the witness-box the Coroner said to him: "I have a long letter here written by Mrs. Judd. I will tell you at once that it in every way accounts for her death. It begins."

"Dear Arthur—I am about to do an awful thing. On four occasions I have committed adultery with Jack. On the first intimacy taking place he told me I was the only woman. After that he told me he had a mistress for a considerable time when he was 22, while at Plymouth. That was shock No. 1. Since then they are coming so thick and fast that I can hardly credit that only four weeks have elapsed since the beginning."

The Coroner paused in his reading and asked: "Did she ever tell you she was in a certain condition by you?—Yes, sir."

"His Treachery." After remarking that there was something about a girl called Mabel from a tea-shop, but that it had nothing to do with the present inquiry, the Coroner, continuing the letter, read:

"I thought I would force him to quit going with that girl, but he vulgarly told me that one woman would never be enough for him."

George: That is wrong. The Coroner resuming the letter, read: "That brought matters to a crisis, and now this. Oh God, that he should cause me to destroy life and my beautiful boy. There is no other way out. I can't live a life of deceit. In fairness to you I must quit. I am sorry. Would that I had gone when I lost Olive."

"He taunted me because I had given in to him and said that I was equally to blame with him."

"I never taunted her," interposed George. "We were talking and she—"

The Coroner: All right; I don't want to know any more. You deny that you taunted her.

Continuing the letter, the Coroner read: "Well, I suppose I was. If you only knew—I swear before God that he is the only man who ever made me forget my life and my duty. He was the only other man who touched me, although he deliberately tried to pretend otherwise."

George—I say that is not true. The Coroner (reading): "May God forgive him for his treachery. God forgive me. There are no debts. Your heart-broken wife, Louie."

George then signed the deposition, the Coroner suggesting to the jury that they should not cross-examine him.

After bringing in their verdict, the foreman of the jury said they were of opinion that George's conduct was despicable in the extreme, and deserving of severe censure.

"I quite agree," remarked the Coroner. "This man has come into this family and has broken it up. He has caused intense grief to the husband and father which we have seen, and which we believe to be genuine."

"It seems to be a great shame that through the misdoings of a despicable blackguard like this the home should be broken up, and the poor little boy killed."

"Whether there is retribution for people of this sort I don't know. One does not like to say spiteful things, but if ever a man deserved to suffer for breaking up the home, this man deserves it."

It was stated at a Southwark inquest that a horse which bolted in Byward-street and killed two men was startled by a motor-car shooting across in front of its head. It dashed away and the van it drew struck Henry William Butcher (63), of Ickburgh-road, Upper Clapton, who was crossing the road. He fell between the wheels. Racing on into Seething-lane the horse ran on to the pavement and knocked down Thomas John Rodnam (26), of Broad-lane, Tottenham. Both men died in Guy's Hospital. A verdict of "Accidental death" was returned. The carman was exonerated.

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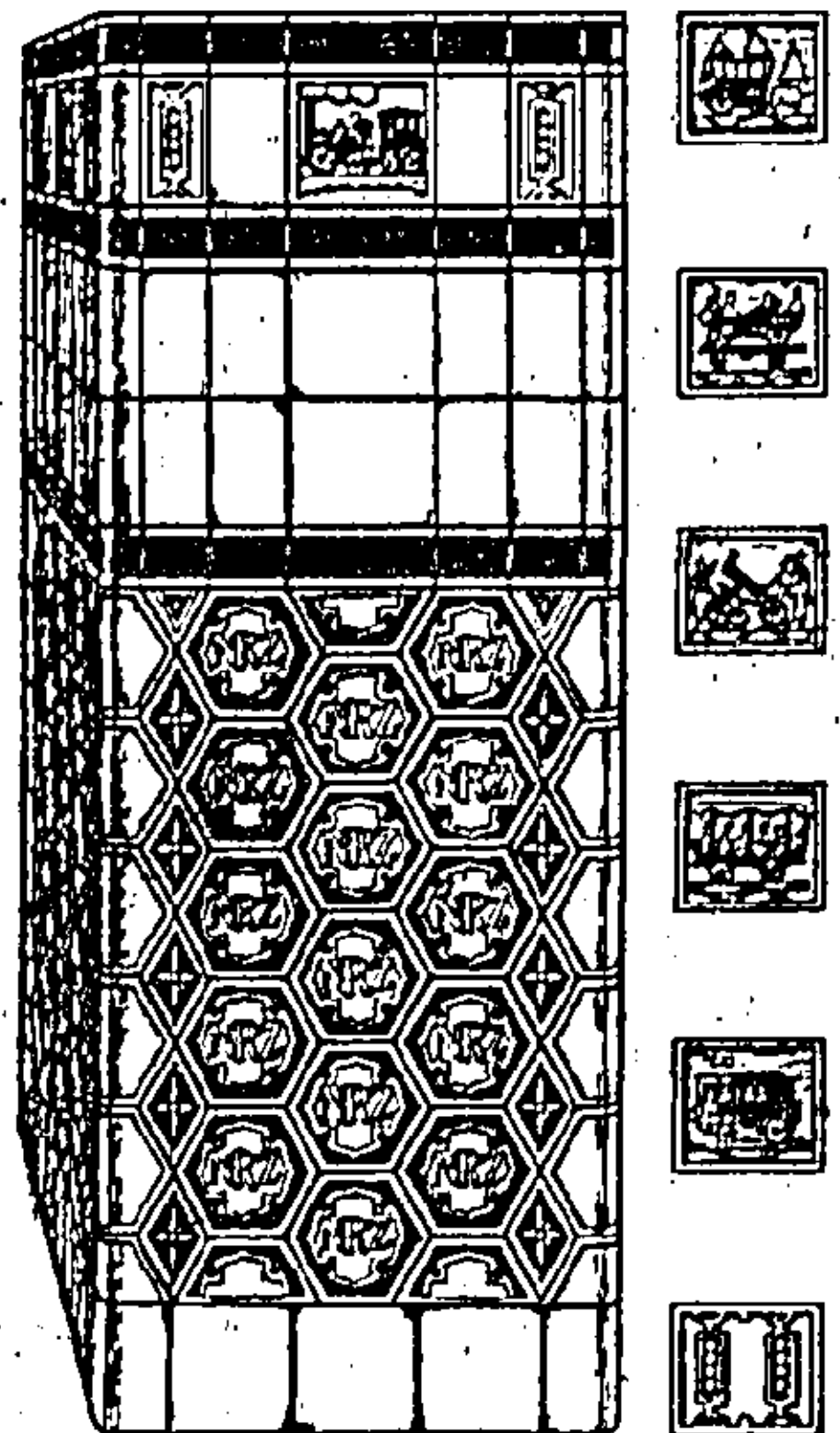
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RACE ENTRIES.

FOR THE SEVENTH EXTRA MEETING.

The following entries have been received by the Hongkong Jockey Club for the Seventh Extra Race Meeting to be held next Saturday:

Jordan Handicap "A" Class—5 Furlongs.—Pride of Tsingtao (165 lbs.), Royal Flush (153), San Francisco (148), Young Pretender (144), Winsome Stag (140), Windsor Stag (148), Herodotus (132), Nationalist II (149), Chesapeake Bay (141), O-Moon (130), Christmas Chimes (130), Pepper Corn (135), Mike (137), Ma Kau Siac (135), Duke of Chantilly (163), Diadem (148), Black Beauty (181), Piccadilly (137), Silver Spur (148), Christmas Games (151).

Jordan Handicap "B" Class—6 Furlongs.—Christmas Frolic (163 lbs.), Fifty Fifty (155), Four Clubs (163), Blue Heaven (145), Gay Caballero (133), Blue Boy (131), Empress Hall (130), Monterey Bay (134), Huntington (134), One Third (148), Orlando (158), Marquis Hall (148), Christmas Belle (130), Silver Queen (161), Diana (130), Town Hall (135), Target (158), The Goods (153), City Hall (133), Pippin (130), Good and Hot (145).

Jordan Handicap "C" Class—5 Furlongs.—Mountain Oak (147 lbs.), Siamese Shon (132), Teuchit (148), Nonkhill (150), The Partedee (155), Duke of Milan (150), Pumpkin Cocktail (153), Pagoda (154), Haney Duv (158), Peachon (158), As You Like It (153), Suere (148), Sunloch (155), Movannagher (160), Ploughman (145), Andantino (152).

Nathan Handicap "A" Class—One and a Quarter Miles.—Young Pretender (144 lbs.), Herodotus (132), Chesapeake Bay (141), Mike (137), Black Beauty (181), Winsome Stag (140), Piccadilly (137), Christmas Chimes (130), Royal Flush (156), Christmas Games (151), O-Moon (130), Nationalist II (140), Pride of Tsingtao (165), King's Colour (140), Ma Kau Siac (135), Penner Corn (135), Diadem (148), Carnival Eve (130).

Nathan Handicap "B" Class—One and a Quarter Miles.—Huntington (134 lbs.), Marquis Hall (148), Bridge Hall (156), Orlando (158), As You Like It (130), Town Hall (135), Little Thunder (153), Christmas Frolic (163), Shanghai Beau (145), Empress Hall (130), Mount Elburz (137), One Third (148), Monterey Bay (154), Four Clubs (163), The Goods (153), Teuchit (130), Fifty Fifty (155), Peter Guernsey (138), Piccy (148), Tonbridge (142).

Austin Handicap—One Mile.—Grenadier (157 lbs.), Happy Day (152), Lonesome Night (149), Martin Cocktail (147), Mountain Oak (141), Pagoda (148), Peachon (152), Siamese Shon (130), Sixty (140), Teuchit (142), White Star (155), Serenade (146).

Fourth Aggregate Stakes—One Mile.—President Hall (164 lbs.), Herodotus (154), Mike (149), Christmas Frolic (149), Black Beauty (154), Zorhan (159), Pickle (154), Carnival Eve (164), Monterey Bay (149), Christmas Chimes (154), Royal Flush (154), The Goods (154), Nationalist II (154), Pride of Tsingtao (154).

Carnarvon Stakes—One Mile.—Herodotus (158 lbs.), Diana (158), Huntington (155), Chesapeake Bay (153), Winsome Stag (158), Movannagher (155), Pumpkin (155), One Third (158), Monterey Bay (158), Christmas Belle (158), Blue Boy (161), City Hall (158), Pippin (161), Gay Caballero (161), Ma Kau Siac (161), Shiny Pearl (155).

CINEMA NOTES.

"RIO RITA" A BIG ATTRACTION.

"Rio Rita" the all-talking, all-musical Radio Pictures extravaganza which is showing to full houses at the Central Theatre, is a tuneful and colourful evidence that the screen has touched a new high mark in entertainment.

As the first operetta in sound and colour, "Rio Rita" opens up a new vista of entertainment to those cities and towns geographically barred from the Broadway spectacles of Ziegfeld and the Shubertis. Yet it is questionable whether Ziegfeld himself ever so "glorified" a show as Radio Pictures has done to "Rio Rita." Certainly the wider limitations of the camera have given to the gay romance of the Rio Grande more movement and action than could ever have been accomplished on the stage.

Interesting as is the story, lavish as are the sets and costumes, it is the singing and acting of the large cast of principals that lift "Rio Rita" to the peak in audience appeal.

Bebe Daniels in the title role, is no less than a sensation with her new-found voice. No heralded prima donna of the opera ever so fascinated an audience as did Miss Daniels last night as she sang more than a dozen of Harry Tierney's beautiful melodies. John Boles, erstwhile musical comedy star, is excellent as leading man with Miss Daniels.

Pressing the leading characters for honours of the piece, however, are Bert Wheeler, Dorothy Lee and Robert Woolsey, who give to the show not only a generous share of its large share of dancing and singing.

Helen Kaiser, one of the girls Ziegfeld "glorified" in the stage version of "Rio Rita"; Don Alvarado, George Renevan, Nick de Ruiz, and Eva Rosita are others who add much to the appeal of "Rio Rita."

One of the highlights of the show, so plentiful with highlights is the Pearl Eaton Chorus of 100 of Hollywood's most beautiful dancing girls. The Cimini Grand Chorus of 80 voices; Victor Baravalle's Symphony orchestra and a night club show, introducing some grand specialty acts, round out the fulsome entertainment of "Rio Rita."

Old Stage Favourites Arrive.

Eleanore Ninon and Leo Martin, the noted French artists of international fame, are again in Hongkong after a tour of the world. They have been booked by the Majestic Theatre for a limited engagement commencing to-night, at 9.20 p.m. Residents of 1928 will remember them when they played to record breaking crowds in Hongkong.

Their repertoire includes a gala parade of entertainment surprises, catchy melodies, charming dances, and that which appeals most to feminine heart, a delightful display of the latest and smartest of Parisian gowns and frocks.

They will play in conjunction with the photoplay "A Night of Mystery" starring Adolphe Menjou and Evelyn Brent. The dynamic appeal of a living actor who stands active before you can never be imitated mechanically. Here is the reason why the stage and the screen presentation combined is the best solution to the "Where to go" problem.

EXCHANGE RATES.

	London, Sept. 19.
Paris	123.69
Brussels	34.855
Amsterdam	12.064
Berlin	20.39
Copenhagen	18.18
Vienna	34.435
Helsingfors	193.316
Lisbon	103.25
Bucharest	415
Buenos Aires	4074
Bombay	1755
Hongkong	1/3.11/16
New York	4.86
Geneva	25.045
Milan	92.805
Stockholm	18.09
Oso	18.17
Prague	163.12/16
Madrid	45.45
Athens	375
Rio	4.31/32
Montevideo	41
Shanghai	1/74
Yokohama	2/0.13/32
Silver (spot)	16.15/16
Silver (forward)	17

—British Wireless.

LOCAL FOOTBALL.

CLUB TEAMS FOR TO-DAY'S MATCHES.

Friendly games are being played to-day between teams representing the Hongkong Football Club and the Arzyl and Sutherland Highlanders—kick-off 3.45 p.m. and 4.45 p.m.

The Club teams will be composed from among the following players: 1st. Eleven—Reder, Wallington, Bishop, McBride, Stewart, Reder, Watson, Bell, Segelen, E. Strange, Gilchrist, Strange, Skinner, and Reid. 2nd. Eleven—Sterling, Stoker, Potoulow, Hynes, Punccheon, Kriowsky, Peers, Gray, King, Smith, Urell, Fowler, Dean and Dobson.

LONDON HOSPITAL.

LETTER OF THANKS TO MISS VIOLET CAPELL.

In connexion with Miss Violet Capell's recent donation to the London Hospital out of the proceeds of her annual dancing display, the following letter of thanks has been received by her:

Dear Madam,—In the absence of Lord Knutsford, who is away on holiday in the North of Scotland, may I, for once, act as his deputy and thank you most warmly and gratefully for the generous help which you have sent through the Mercantile Bank of India, Ltd.

Lord Knutsford will, I know, be delighted when he hears of this gift, for it is encouraging to him to know that "The London" has such a staunch friend.

As is our usual custom, the receipt has been sent direct to the Bank—Yours faithfully, M. LANGTON, Private Secretary.

THE GRAF ZEPPELIN VISITS GENEVA.

LOW FLIGHT OVER LEAGUE SECRETARIAT.

Geneva, Sept. 19.

The Graf Zeppelin made a surprise visit to Geneva this morning and flew at low altitude over the League Secretariat buildings, where three Committees of the League were in session.

The deafening roar of the engines drowned the voice of the interpreters in the committee rooms and the proceedings had to be suspended temporarily, while the delegates, members of the public and the representatives of the Press took advantage of the opportunity to view the great airship.—Reuter.

THE LEAGUE OF NATIONS.

BUDGET FOR 1931 SHOWS SLIGHT INCREASE.

Geneva, Sept. 19.

The budget of the League of Nations for 1931 is estimated at 29,966,000 gold francs as compared with 28,210,000 gold francs for this present year.

The total comprises the Secretariat and the special League organisations 16,505,000, the International Labour Office 8,573,000, the Permanent Court of International Justice 2,717,000, and buildings in Geneva, including the establishment of a wireless station 2,170,000 gold francs.—Reuter.

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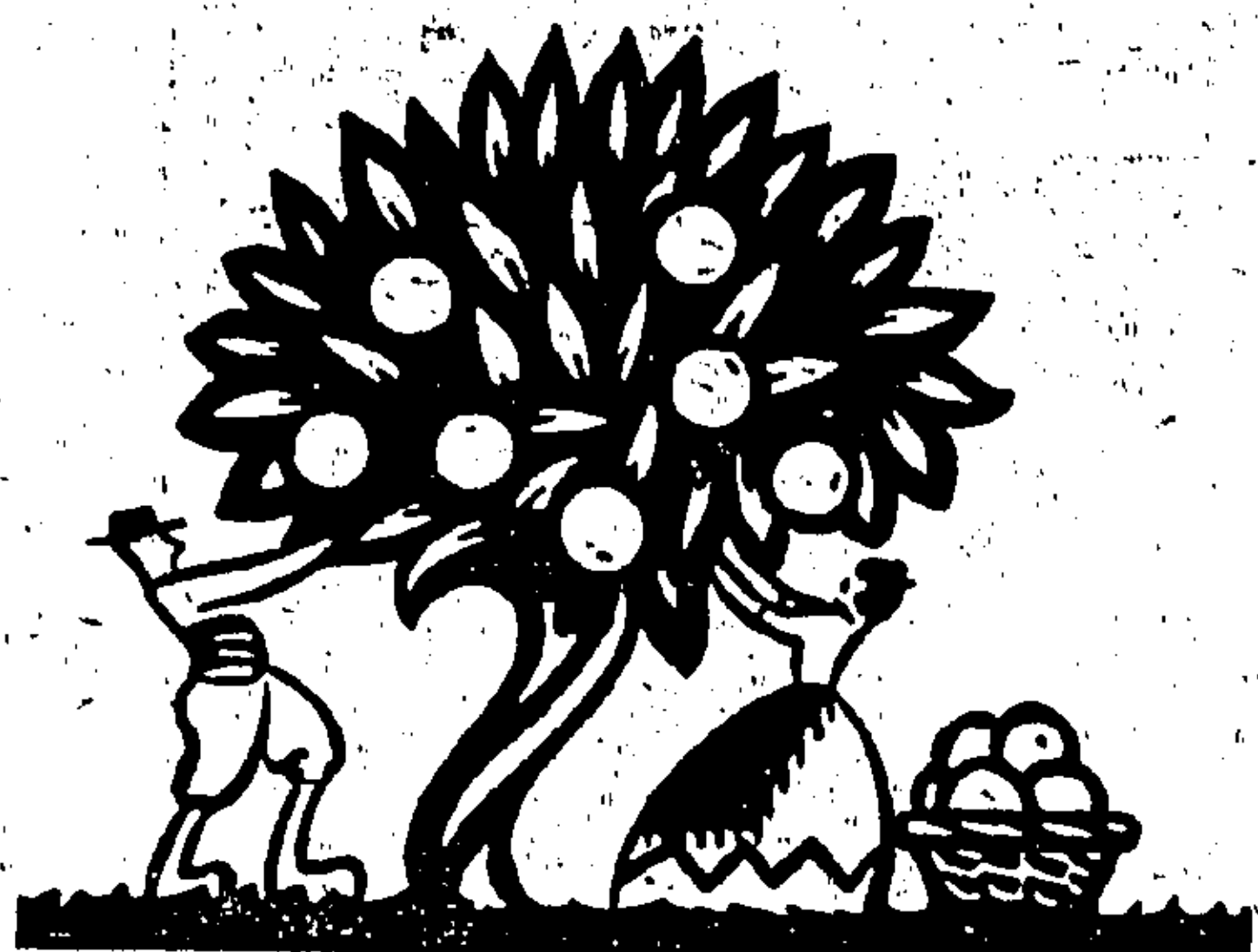
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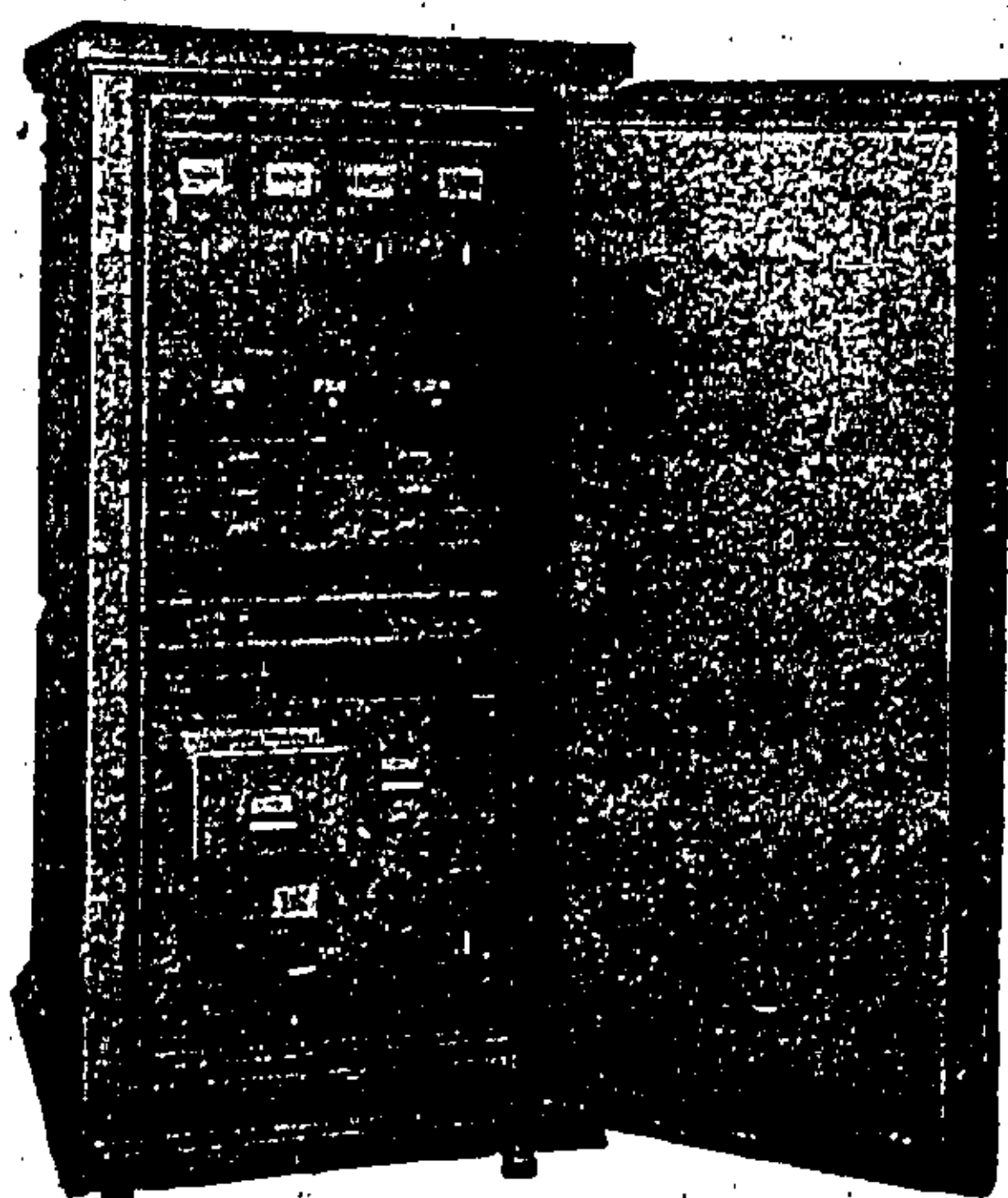
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That is the dream of Mr. James Leakey, the 31-year-old friend of Mr. George Bernard Shaw and Mr. Snowden.

At his home in Hatfield, Herts, Mr. Leakey, Esperantist and town-planner, was putting the finishing touches to a book called "Outward Ho!" in which he is setting forth his conception of the modern Swiss Family Robinson.

"It is an idea I have been working on for the past two or three years, and which I should like to see carried out in all our Dominions—Canada and New Zealand, for example," he told a reporter.

"Like a Desert Island."

"My scheme aims at the garden city ideal, where the land, as in Welwyn and Letchworth, belongs to the community and cannot be bought by individuals."

"It would be like settling on a desert island. There would be no railway, but as the settlement prospered the railway would come to it. All we should ask of the Dominion Government at first would be a weekly aeroplane service to deliver small parcels and letters. While the settlers were building their huts and establishing their homes we should expect a certain amount of protection."

"Twenty thousand pounds would have to be raised by public subscription to put the scheme into operation. Each proposed settlement would be fathered and adopted by a particular British county until its crops and herds were well established. It would then act as a magnet to attract ambitious British youth from that county."

"Under our present emigration schemes, young people are directed to already inhabited localities, where their arrival disturbs existing trade unions and only adds to unemployment."

Dividends in 10 Years.

"If the scheme were to begin now, I am imagining that some-where in 1936 or 1937 the leader of the settlement would have successfully planned his garden city."

"A sufficient area would be growing cereals; building, shepherding, tree felling, road making, well sinking, tanning and spinning would be accomplished facts,

LACK OF NURSES IN LONDON.

RECRUITING OFFICER
APPOINTED.

ACTION BY L.C.C.

There is so great a dearth of hospital nurses that the London County Council, which now controls the hospitals formerly under the Metropolitan Asylums Board and certain of the Boards of Guardians, has found it necessary to increase its scale of salaries in all grades of the service. It has, too, hit upon the original idea of appointing a recruiting officer to tour the country to try to attract the right type of girl.

Miss M. E. Green, a fully-trained nurse, is the first professional woman recruiting officer. She is now drawing up her programme for the autumn and hopes to visit, among other places, schools in order to get in touch with girls of school-leaving age and put before them and their parents the attractions of the nursing service.

The L.C.C. has experienced such difficulty in filling the vacancies in its many hospitals—its nursing staff numbers about 10,000 that it has had to appeal to the nursing institutes. With the help of the recruiting officer it hopes to obtain sufficient girls to train for the positions required.

Every type of hospital—general, children's, maternity, fever, small-pox and tuberculosis—comes under the control of the Council, so that a girl entering the service is able to train in any or all types of hospital work.

"We take them as soon as they are 18," an official of the Council stated, "and where there are nurseries we can fix them up at 17."

"Apart from the big London hospitals, there is no doubt about there being a great shortage of nurses all over the country," the editor of the "Nursing Times" stated recently. "One of the greatest difficulties is the question of age. Many hospitals will not take girls until they are 20 or 21, and by that time the interests of other professions have claimed them. The gap between the school-leaving age and the hospital age will have to be bridged before the position is likely to improve."

A radio apparatus would be no longer an expense in the matter.

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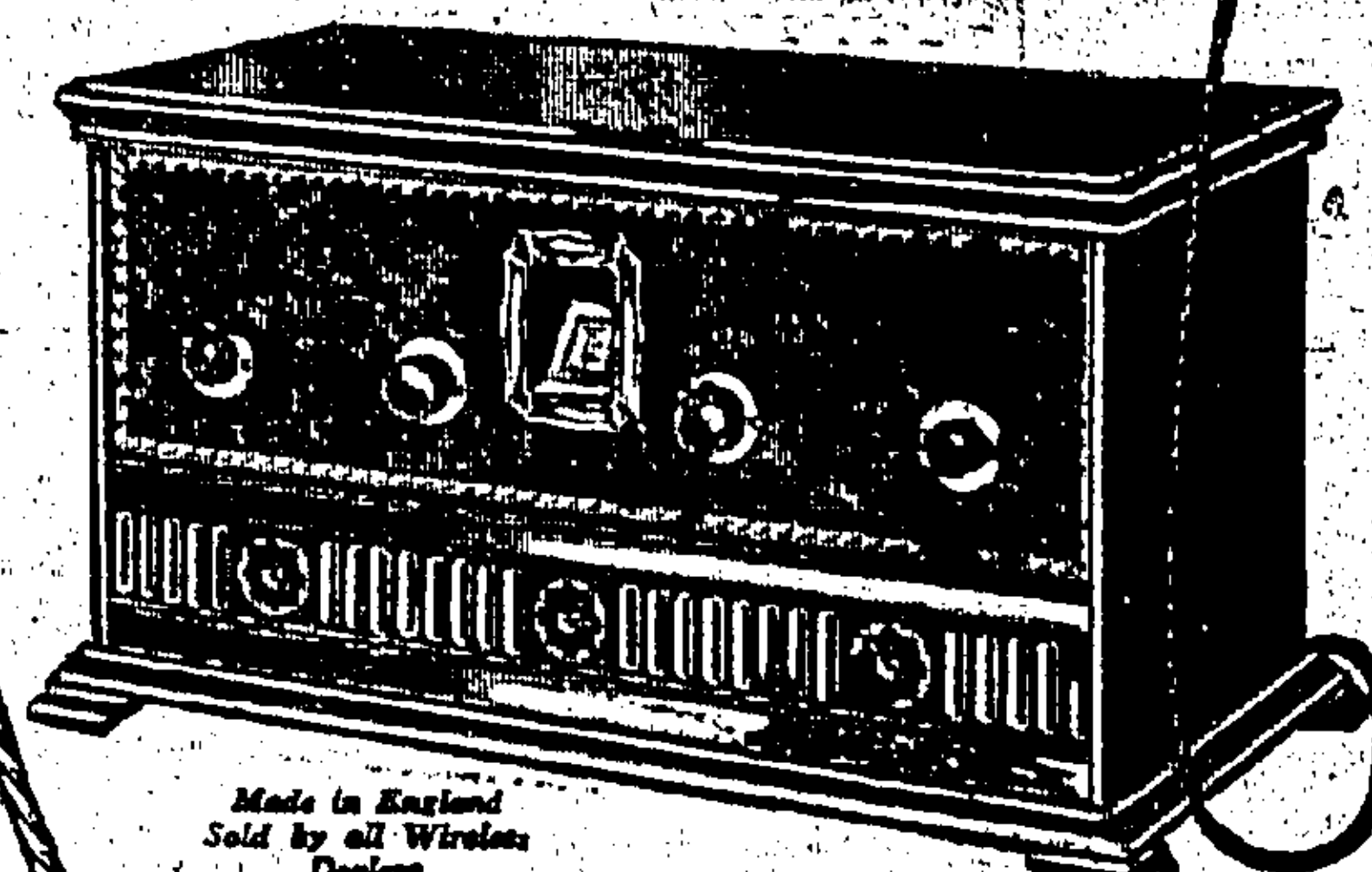
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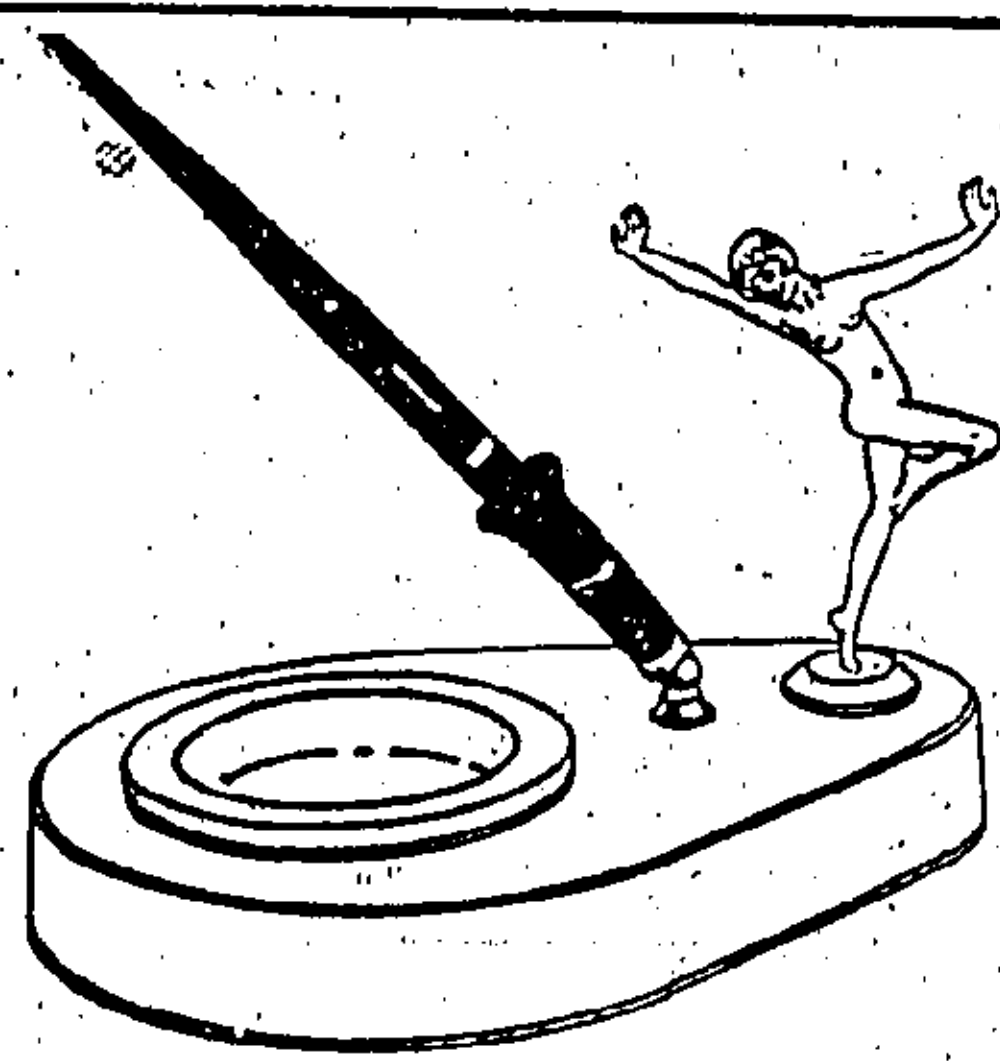
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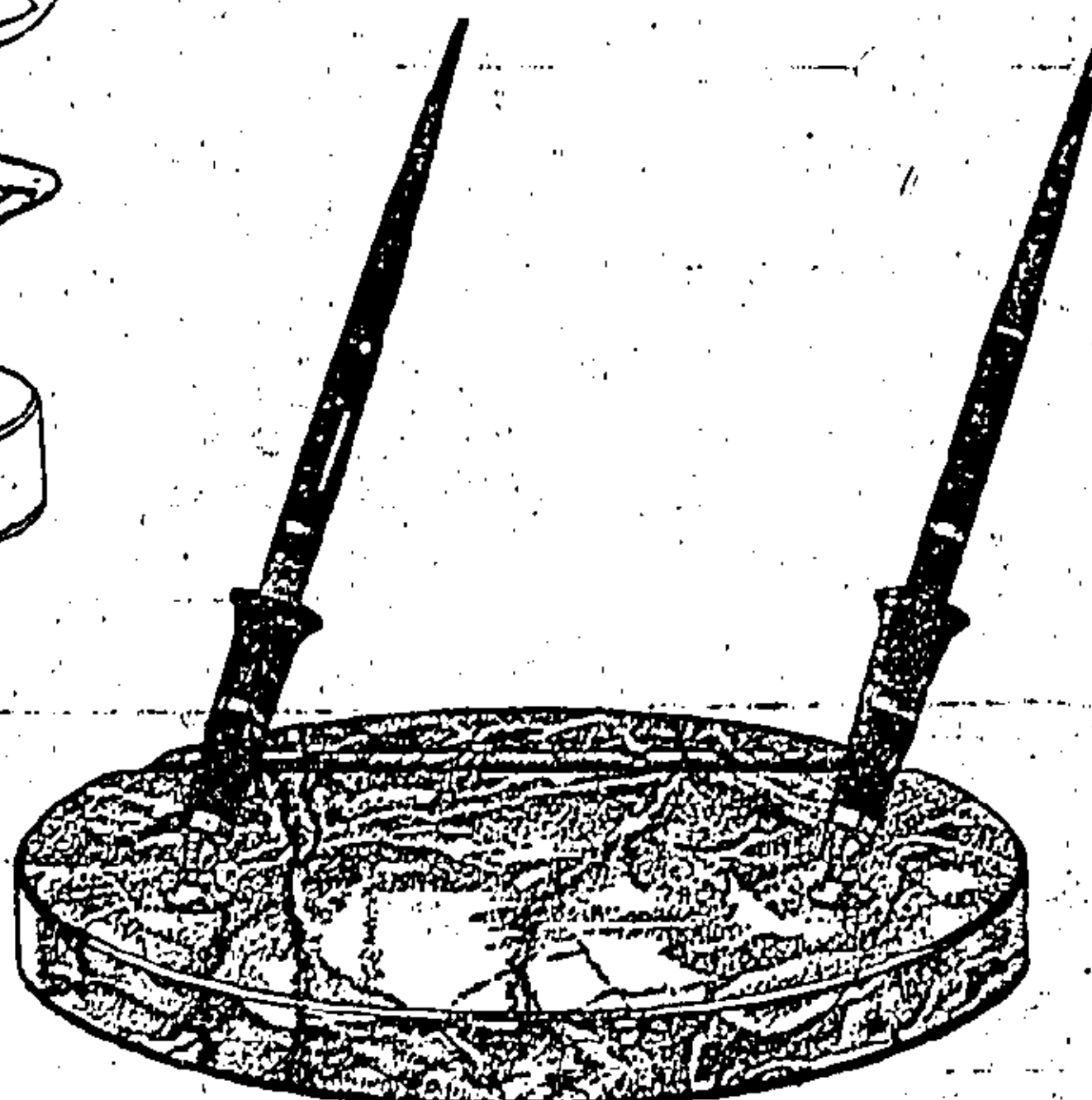
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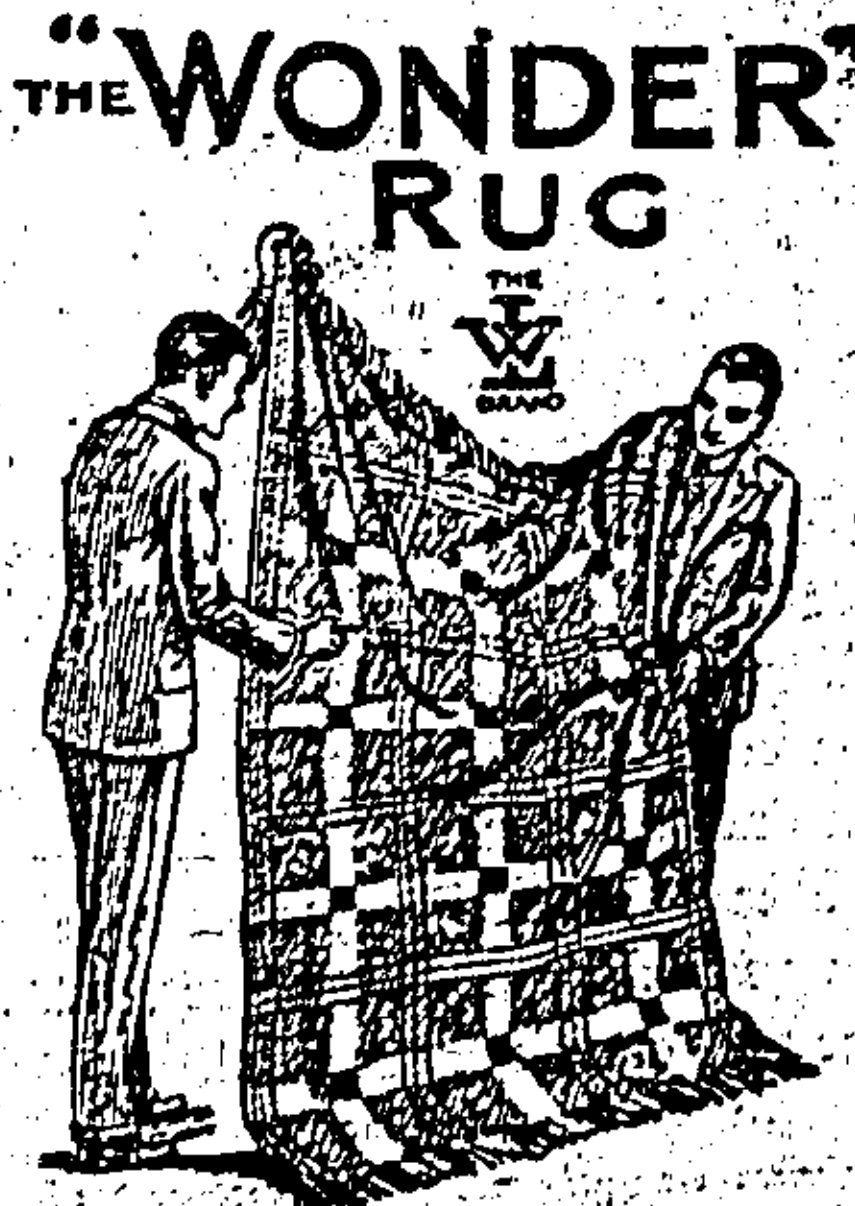
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THE HOLLYWOOD STORY—By Ernest Lynn.

CHAPTER XVI.

The dance floor was a vast place. Paul Collier had described it as being "a couple of acres" in area, and Dan told him he had only mildly exaggerated.

There was a sprinkling of sailors, dancing or lounging in chairs near the soda fountain. "The fleet's not in," Collier explained to Mona and Eva, "or you'd see enough of them to man a battleship."

They remained there for a couple of hours of dancing and watching others dance. The orchestra played with unwearied frequency and there were the inevitable few couples trying to show off. Their exaggerated grotesque manoeuvres were vastly entertaining to Collier. He laughed a great deal and declared that it was more fun than a show.

"It won't be so funny," Dan Rorimer told him, "if one of those sheiks gets wise to you."

But Paul ignored him. "I like that couple over there," he told Mona. "The ones keeping time with their chewing gum. . . I told you it would be good clean fun, didn't I? Was I right or not?"

Dan said, "At that, it's got it all over some of those nightclub gyp joints where they sock you a dollar a bottle for ginger ale and expect you to dance on a floor about the size of a postage stamp."

Mona said it reminded her of some of the places she had been to in Chicago. "You know, where the dance tickets sell for ten cents apiece. I was just a kid then. Gee, it makes me homesick."

Collier laughed at her. "Just a kid, did you say?" And Mona made a face.

It was after midnight when they got back to the bungalow, and Anne was waiting up. Rorimer knew a queer feeling of guilt, as though he had been spying on her, when she informed him that she had been out to dinner with Mr. Hurley.

"We went to the Montmartre," she said.

Dan managed to get her aside and tell her of the invitation to Martin Collins' party. "He's a real person, Anne; you'd better come."

She said she would be glad to go. "Did Mona tell you I tried to reach you on the phone this evening?"

Dan nodded. "She told me the good news too. I'm mighty glad. . . How did your voice sound to you? You heard it, of course."

"It sounded—," Anne stopped, and she laughed. "You'll think me conceited, Dan. It sounded—good. I'm so thrilled I hardly know where I am. Mr. Hurley said that when he heard the play-back he decided he was going to let me have a song. . . Dan, I can hardly believe it! I didn't think I'd dare to try to sing!"

Anne Winter's dark eyes shone with excitement. Rorimer wanted to take her in his arms and hold her there, for her eyes were almost irresistible. He thought that never before had he seen her so lovely as she was tonight.

He looked at her with his own sparkling eyes. "I told her," he said, "that I wasn't fooling." "When I said there was something in your voice that would get them. You've got something, Anne."

"You'd better," More seriously, he added that Hurley probably could do a lot for Anne Winter. "And nobody gets a bigger kick out of pushing a gal along. He's a good egg—a real white man. Anne's lucky; Garry Sloan gives her a bit and—," He stopped. "What a break if Sloan should really get interested in her!" he exclaimed softly.

"Sloan, the star maker, eh?" Rorimer laughed caustically. "Every time I turn around I hear Sloan. Sloan? You'd think the man was a god or something. There are other directors in Hollywood. I'd be willing to stack Martin Collins up against him, for instance."

"Collins is good, all right," Paul agreed. "But he's no Garry Sloan—not yet. . . What the devil," he demanded, turning on Rorimer, "have you got against Sloan, anyway? You've never even met the man. I think, by God, that you're afraid he'll eat Anne Winter up, or something, if he took a shine to her! Don't be a sap; that girl can take care of herself."

Dan drove a short stretch in silence. He said, presently: "Let's stop in Henry's for a cup of coffee."

"And a piece of eggnog pie," Collier agreed. "Though I'll bet two bits they sold the last piece at lunch."

Martin Collins, Dan learned, lived at the crest of one of the numerous winding uphill drives in Beverly Hills. Collins had sent him an invitation with a map drawn on it, but despite its explicit directions, Rorimer lost his way twice; and twice he had to descend the hills to the main road, and take his bearings over.

"This time," he informed Anne, "I'm going to keep my mind on where we're going, instead of on my passenger, and take a look at the signs." And he began then to make use of his spotlight. "Collins," he said, "doesn't live in California; he lives in Crete. That wasn't any road we were on; that was a labyrinth."

Anne laughed. "I half expected to see a Minotaur jump out at us from behind a tree. Weren't you afraid, Dan?"

"Not a bit. The Minotaur," he said, "was a lot of bull, anyway."

Anne turned on him a swift, searching glance, saw that he preserved a solemn face. "It's a good thing you didn't laugh at that one," she said. "I think it was terrible."

"That's funny," Dan said, pretending disappointment. "I thought it was a pretty good crack. But that's the way it goes; you work hard to put over a nifty, and what do you get? Do you get a hand? No—you get a lot of destructive criticism."

"I believe," Anne said, ignoring him, "that this is the place."

"It must be," said Dan. "We've tried every other one in Beverly Hills."

He turned into the driveway behind a line of parked automobiles, and he jumped out and gave Anne Winter his hand, and they walked beneath the shadows of palms and into the light that drifted across the lawn.

"You're beautiful tonight, Anne," he said, with an admiring look. Anne was wearing white silk or garden, with a short wrap of cherry colour. "I think that white's your colour," he added with a grin, "when you happen to be wearing pink or red or green or something."

But white really was what he liked her best in, he thought, and he told her so. "No fooling."

He looked rather well himself, in his Tuxedo and his—Pammy Paul Collier, who had watched his toilet with critical eye, had pronounced him acceptable, and Anne's eyes had approved him.

THE VOLUNTEERS.

ORDERS FOR THE COMING WEEK.

No. 38/30.—Hongkong Volunteer Defence Corps orders by Major H. B. L. Dowbiggin.

Parades.

- Corps Band. A Band Practice will be held on Monday, 22nd. September at 5.30 p.m.
- Battery. The Battery will parade at 5.30 p.m. on September 25th. for gun drill and signalling.
- Engineer Company. (1) Monday, September 22nd. Miniature Range Shoot at Headquarters at 5.30 p.m. (2) D.L. Instruction Camp at Leeumun, October 10th-12th. See notice sent to all members.
- Corps Signals. (1) Classes for Signal instruction will parade at Corps Headquarters at 5.30 p.m. on Tuesday, 23rd. September. (2) Class for Wireless instruction will parade at Whitefield Barracks, Kowloon, at 5.30 p.m. on Thursday, 25th. September. Dress: Muffi.

- Machine Gun Troop. (1) Thursday, 25th. September. Machine Gun Class parade at Volunteer Headquarters at 5.30 p.m. (2) Recruits parade for Riding School, Causeway Bay at 5.30 p.m. (3) In the event of rain, all ranks parade at Volunteer Headquarters.

- Armoured Car Company. (1) Car Section. Parade at Kowloon Canton Railway Garage at 5.30 p.m. on Friday, 26th. instant for driving instruction. (2) Motor Cycle Section. Parade at Headquarters 5.30 p.m. Friday, 26th. instant for Machine Gun instruction.

- Machine Gun Company. The Company will parade as strong as possible in muffi at 5.30 p.m. on Tuesday, 23rd. instant at Headquarters for Machine Gun Training as below: No. 1 Platoon Secs. A & B—L.A.A. No. 2 Platoon Sec. C—L.A.A. and Sec. D—M.G. Part I. No. 3 Platoon Secs. E & F—L.A.A./4. No. 4 Platoon Secs. G & H—L.A.A.

- Scottish Company. (1) A Company meeting will be held in the Lecture Room at Headquarters on Thursday, 25th. September at 6 p.m. A full attendance of all ranks is requested. (2) Corps Sports. Entries should be made as soon as possible to Sgt. T. E. Sanderson, No. 7 Platoon c/o Hongkong Electric Co., Ltd. (3) Range at Stonecutters has been allotted for the use of the Company as follows: No. 6 Platoon—Sunday 26th. October, 1930. No. 7 Platoon—Sunday 2nd. November, 1930.

- Machine Gun Part II Classification will be fired on each of the foregoing dates. (3) Portuguese Company. (1) The Company will parade on Friday, September 26th, 1930 as under. No. 9 Platoon Headquarters L. G. Instruction. No. 10 Platoon Headquarters L. G. Instruction. No. 11 Platoon Headquarters L. G. Instruction. No. 12 Platoon Headquarters L. G. Instruction. 1929-30 Recruits Kennedy Road Range Firing Practice. Dress: Rifle, Bayonet & Belt. Recruits Headquarters Arms Drill. Dress: Belt.

- No. 11 and 12 Platoon Details will fire Part II Musketry Classification at Stonecutters on Sunday, September 28th. Dress: Optional Belt, Bayonet, Belt and Pouches must be taken. The launch will leave Queen's Pier at 8 a.m. calling at Kowloon Police Pier at 8.15 a.m.

- Members of the Company are reminded that the Lusitan Cup Competition will be competed for in connexion with Part II. The highest initial scores registered for Sundays, September 21st, 23rd, and October 5th. will count for this competition. (3) Flashes. All ranks are reminded that the new flashes must be attached to Helmets immediately.

- Platoon Commanders will render a return to O.C. Company as soon as possible, that their Platoons are complete in this respect. (4) Parades. It is most essential that all ranks endeavour to put in as many parades as possible.

Training Musketry.

- Training Memorandum No. 1 (Musketry Programme for 1930-31) is now ready and will be issued to O.C. Units early next week. (b) Owing to no firing taking place last Sunday, the remainder of those members of Corps Signals, The Battery, Engineer Company and the Reserve Company will fire with the Portuguese Company on 21st. instant at Stonecutters.

- Hongkong Area Standing Orders. A fully amended copy of Hongkong Area Standing Orders has been received. All Officers will please make themselves fully acquainted with paras. 140-147 of these Orders as soon as possible. The Orders will be found hung up on the bookcase in the Adjutant's Office.

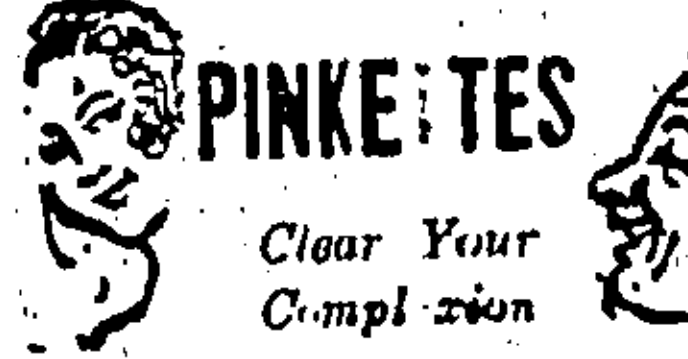
Correspondence.

- In order to relieve the Corps Messengers of a certain amount of work the Unit Commanders' Correspondence (Continued on Next Column.)

- United. It was infinitely more satisfactory than saying she was an extra. (To be Continued.)



There was a young man at Shanghai. Had pimples, which made him so shy. But a friend said to him, 'That Pinkettes would cure him.' And now he gets 'pimples a-plenty'.



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dence Boxes in the Adjutant's Office will be taken into use forthwith. Any correspondence which is not of an urgent nature and which can wait until the parades evening of the Unit concerned, will be placed in the appropriate box. A Notice will be placed on the Notice Board to the effect that correspondence awaits the individual concerned. A receipt book will be found hung over the boxes and will be signed when correspondence is withdrawn.

Lecture Room. Lecture Room is allotted to O.C. Corps Signals on the following dates: 23rd. September 30th. September 7th. October.

Range. The Peak Range is allotted to No. 1 Platoon Machine Gun Company on Sunday 21st. instant.

Signallers. (a) The following report from the O.C. Hongkong Signal Section, Royal Corps of Signals, on the Classification of Members of the Corps Signals, and other Units has been received: "O.C. H.K. Signal Section. Herewith results obtained in the above classification. Eight signallers were put up and only one failed. The standard shown was good, and points to their keenness and the thoroughness of their training. The condition of the arms and equipment was satisfactory. The section appears to be well stocked with line equipment."

(b) Eight Candidates presented themselves for Classification. Seven of these passed and one failed by a very small margin. The following passed 1st Class Signallers: Sgt. J. D. Igglesden, M.M. Cpl. J. Barnes. L/Cpl. A. McGrann. Sgm. J. B. Pomeroy. Sgm. W. S. Clark. Pte. J. E. Richardson, Machine Gun Company. L/Sgt. C.A.J.V. Ribeiro, Portuguese Instruction.

(c) The Commandant wishes to congratulate 2nd. Lieut. J. H. Bottomley, O.C. Corps Signals and the successful candidates on these excellent results, and hopes that as many as possible will avail themselves of the opportunity for tuition by Royal Corps of Signals Instructors afforded by the new Signal Class which has just been formed, as the question of intercommunication is of paramount importance.

Struck off the Strength. Having left the Colony. No. 1301 L/Cpl. S. J. Clarke, Armoured Car Company, Cycle Section, as from 2.8.30.

Strength. The following have been taken on the strength and posted as under: No. 1613 Pte. H. A. de B. Botelho, No. 124 Platoon, as from 12.9.30. No. 1619 Pte. G. D'Almeida e Castro, No. 124 Platoon, as from 12.9.30. No. 1620 Pte. R. H. Woodman, No. 4 Platoon, as from 15.9.30. No. 1621 Sgm. N. Bejonjee, Corps Signals, as from 18.9.30. No. 1622 Sgm. S. Bejonjee, Corps Signals, as from 18.9.30.

Amendment. With reference to Corps Order No. 37/30 dated 12th. instant Para. 8 No. 1617 "Pte." W. F. Edge should read "Gnr." W. F. Edge.

Return. Officers Commanding Units will please render to Headquarters by 12 noon on the last Friday in each month a return showing: (a) The names of those in their Unit who are on leave on that date. (b) Any change of address which has taken place during the month. O.C. Units are particularly asked to render this return by the hour stated, so as to ensure the accuracy of Office returns.

Reversion. No. 1406 L/Sgt. F. Lobel, M.M. No. 1 Platoon. Reverts to the rank of Corporal at his own request.

Promotion. No. 1420 Cpl. G. E. R. Divett, No. 1 Platoon, to be L/Sgt. vice Cpl. F. Lobel, M.M. and to be O. C. B. Section with effect from to-day's date. (Sgd.) W. H. G. GOATEY, CAPTAIN, Adjutant. H. K. V. D. C.

NOTICE. Sergeants' Mess Committee Meeting.—There will be a meeting of the above Committee at Headquarters on Thursday, 25th. September, 1930.

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TO OSAKA via AMOY & KOBE	Sui-sang Nam-sang	Thurs. 25th Sept at 7 a.m. Sun. 5th Oct at 7 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Kutsang	Sun. 19th Oct at 7 a.m.
TO SANDAKAN	Hinsang Mausang	Mon. 29th Sept at noon Tues. 7th Oct at noon
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RADIO BROADCAST.

THE LOCAL PROGRAMME FOR THE WEEK-END.

The following radio programmes will be broadcast by Z.B.W., on a wavelength of 355 metres, to-day and to-morrow.

Saturday.

1.15 p.m. Organ Recital, Mr. F. Mason.
1. Aria in D. Bach.
2. Evensong, Easthope Martin.
3. Chanson d'Éc. Lemaire.
4. A Sea Song. Macdowell.
5. To a wild rose Macdowell.
6. Marche Solennelle. Mailly.
1.45 p.m. European programme continued.
2.00 p.m. Close down.
7.00 p.m. European programme of records selected and supplied by Messrs. Moutrie and Co.
Martha-Selection (Flotow).
The Band of H. M. Coldstream Guards. 1453.

The Old Superb. Homeward Bound.
Peter Dawson-Bass Baritone. 1479.
By The Blue Hawaiian Waters. (Ketchy).
a. Leave me alone, b. Songs my Mother taught me (Dvorak).
Reginald Foot-Organist. 1459.
Patience-Selection (Sullivan).
The Band of H. M. Coldstream Guards. 1274.

Simon The Cellarer (Haddon). The Pride of Tipperary (Lockhead).
Peter Dawson-Bass Baritone. 2324.
I'm alone.
Prophecies.
Norman Long-Humorous. 1235.
The Gondoliers-Selection (Sullivan).
The Band of H. M. Coldstream Guards. 1273.

Only a Rose (Friml). Serenade (Schubert).
Reginald Foot-Organist. 2491.
The Lark and the Dove.
The Gardener's Duet.
Walter Glynn and Stuart Roberts-Vocal Duet. 2030.
H.M.S. Pinaford-Selection (Sullivan).
The Band of H. M. Coldstream Guards. 1283.

Ballet Egyptian (Lugné). Reginald Foot-Organist. 2477.
Lido Lady-Selection.
Savoy Orpheans. 1310.
Boots and the Smuggler's Son.
Peter Dawson-Bass Baritone. 3072.
The Merry Widow-Vocal Gems.
The Waltz Dreams-Vocal Gems.
Light Opera Company. 1391.
The Dace Way.

Homes.
Norman Long-Humorous. 2257.
9.00 p.m. Weather report and Local Time.
Lilac Time-Vocal Gems.
Light Opera Company. 1459.
Clowns in Clover-Selection.
The New Mayfair Orchestra. 1456.

Is it British?
I think of You.
Norman Long-Humorous. 2580.
Five O'clock Girl-Selection.
Love Lies-Selection.
The New Mayfair Orchestra. 1658.
9.30 p.m. Dance programme, as follows:

Extra. Waltz.
"My Lonely Heart."
1. Foxtrot.
"You're just my type."
"I must have it."
2. Foxtrot.
"Dancing to save your Sole."
"All I want is just one."
3. Blues.
"Sweetheart we need each other."
"Following the Sun Around."
4. Foxtrot.
"Jazz Lips."
"Double Check Stomp."
5. One-step.
"I'm feelin' Devilish."
"Leven Thirty, Saturday Night."
10.30 p.m.

6. Foxtrot.
"I never dreamt you'd fall in Love."
"I still remember."
7. Blues.
"Ponchetrain."
"Pussy Mable."
8. Foxtrot.
"You've got that thing."
"You do something to me."
9. Waltz.
"If you're in love you'll waltz."
"Song of the Islands."
10. Foxtrot.
"Lucky me-Lovable You."
"Happy days are here again."
11.25 p.m.

CHINESE AND THE LUNAR CALENDAR.

GREGORIAN CALENDAR IS ADVOCATED.

The advisability of Hongkong Chinese firms adopting the Gregorian calendar for business routine and doing away with the Lunar calendar, again figured prominently at the discussion at the monthly meeting of the Chinese Chamber of Commerce, held yesterday afternoon, when the Chairman, Mr. Li Yek-mul, said that in view of an edict by the Nanking Government asking all merchants in China to do away with the Lunar calendar the adoption of the Gregorian calendar in Hongkong was only a matter of time. In the opinion of Mr. Li the change was not far distant.

The Secretary, Mr. Chan Heung-pak, read out letters from members advocating the early adoption of the Gregorian calendar. In the ensuing discussion it was pointed out that the greater volume of business conducted here was carried on with Canton firms and it would be wise if the Chinese merchants in the two cities could come to an understanding, devising new settlement days in each quarter, monthly or annually. New settlement days would have to be inaugurated to take the place of the old Dragon Boat, Moon and Winter Festival settlements as well as the Chinese New Year annual settlement.

Mr. Li mentioned that the Canton Government had recently issued a strict order prohibiting the sale of lunar calendar tables, and this was a preliminary step towards the enforcement of the Gregorian calendar, which had long been adopted by the Government in Peking and Nanking.

Mr. Chau Yue-teng suggested that the matter should be left to the consideration of the Executive Committee of the Chamber to see whether it would be wise to circulate letters to all Chinese firms, urging them to adopt the Gregorian calendar. Mr. Chau predicted that a sudden change in the calendar would lead to complications as all the Chinese firms are now setting their accounts and rents according to the Lunar calendar.

- Blues.
"Nobody cares if I'm blue."
"You've got me pickin' petals off the daisies."
- Waltz.
"Lazy Louisiana Moon."
"It happened in Monterey."
- Extras.
"Along with my Dreams."
"Livin' in the Sunlight-Lovin' in the Moonlight."
- 11.30 p.m. Close down.
Sunday.
11.00-12.15 p.m. Relay of Service from St. John's Cathedral.
12.15-1.00 p.m. Chinese programme.
1.20 p.m. Weather report.
9.00 p.m. Weather report, Local Time and Press News.
European programme of Columbia records selected and supplied by Messrs. The Anderson Music Co.
Jolly Fellows-Waltz (Volstead).
Hydroplan-Waltz (Gungl).
New Concert Orchestra. 9358.
On Hearing the First Cuckoo in Spring (Dellus).
Royal Philharmonic Orch. L2096.
Mennet (Debussy).
Tambourin Chinois (Kreisler).
Violin Solo by Joseph Seigeti. L2037.
Capriccio Espagnole (Rymnsky-Korsakov).
The Halle Orchestra. 9716.
La Cinquante (Maria).
Tales of Hoffman-Barcarolle (Offenbach).
Cello Solo by W. H. Squire. 1632.
Comin' Thro' the Rye.
Robin Adair.
Doris Vane-Soprano. 2668.
La Procession Del Rosio (Turina).
Madrid Symphony Orch. 9700.

REBEL COLLAPSE.

WANG CHING-WEI LEAVES PEKING.

Peking, Sept. 19.
The leftist leader, Wang Ching-wei, the civil head of the northern coalition, left this evening, marking the collapse of the coalition.

Despite official prevarications it is believed that Marshal Yen Hsi-shan's resignation will be published shortly.

Manchurian troops are expected to arrive momentarily peacefully to take over the control of Peking with the tacit consent of Marshal Yen.

—Reuter.

Immediate Armistice.

Shanghai, Sept. 19.
It is learned that Chang Hsueh-liang has wired to Chiang Kai-shek, Yen Hsi-shan and Feng Yuxiang demanding an immediate armistice, the three leaders to maintain their status quo, and to send representatives to a place to be agreed upon to discuss peace conditions by which the leaders shall abide. Failing this Chang Hsueh-liang will take punitive measures against the dissentient. It is understood that Feng Yuxiang and Yen Hsi-shan are agreeable to the terms.

Manchurian troops entered Lwanchow in south east Chihli yesterday, the small Shansi-ite garrison withdrawing in accordance with Yen Hsi-shan's order.

—Reuter.

Reform Measures.

Nanking, Sept. 19.
Wang Ching-wei, President of the Judicial Yuan, has declared that the fourth Plenary Session of the Central Executive Committee and the supervisory Committees will be held as soon as the military campaign has concluded and Marshal Chiang Kai-shek returns to the capital.

The agenda will include the improvement and reorganisation of party affairs, as well as political reforms and the appointment of new members to fill vacancies on the State Council, and the election of new members of the Central Executive Committee.

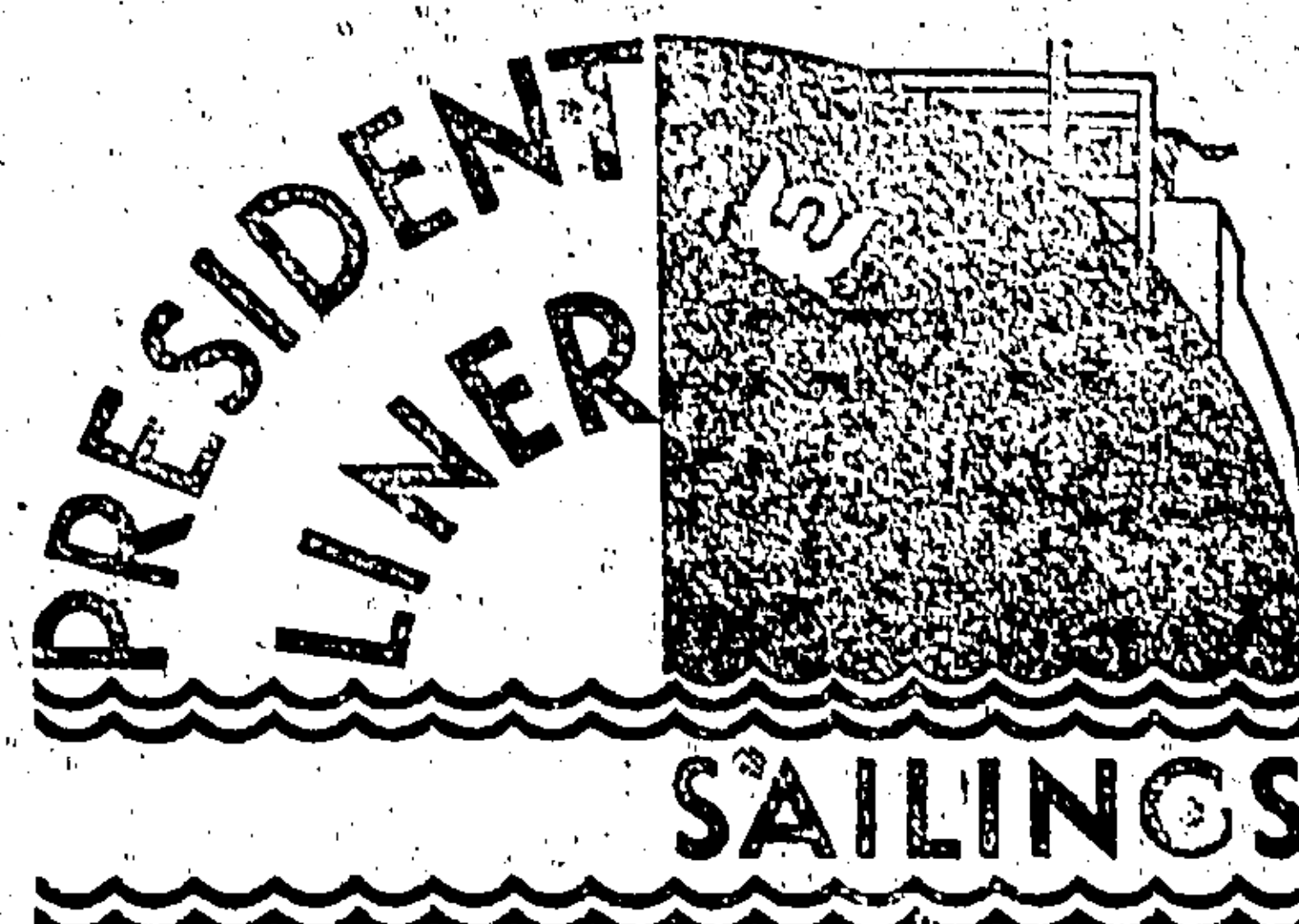
Peoples' Convention.

Peking, Sept. 19.

Wang Ching-wei, in a circular telegram addressed to Chang Hsueh-liang and other military authorities, public bodies, and newspapers, declares that he had read Marshal Chang's circular and offers four suggestions: firstly the convocation of a Peoples' Convention in accordance with Dr. Sun Yat-sen's will; secondly that a legal National Congress as the supreme organ of the party, elected by party members should be called; thirdly that prior to the convocation of the Peoples' Convention the system of personal dictatorship must be abolished and a democratic government established in which there must be clean politics, open diplomacy, and public scrutiny of national finances; a Bill of Rights must be promulgated, guaranteeing the rights of the people and regulating the functions of the different government organs, subject to ratification by the Peoples' Convention, and fourthly united action must be taken to exterminate the Communists who are devastating Hunan, Hupeh and Kiangsi owing to the withdrawal of the garrison forces from those provinces.

—Reuter.

The Fire Bird-Entry and Dance of the Fire Bird.
(Stravinsky). L'Orchestre Symphonique de Paris. 2279.
1812 Overture (Tchaikovsky).
New Queen's Hall Orchestra. 1764.
10.30 p.m. Close down.



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Fortnightly sailings on Tuesdays
Pr. Jackson T. Sept. 23, 10 a.m. Pres. Taft ... Tues. Sept. 30
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Pres. Grant ... Tues. Oct. 21 Pres. Lincoln ... Tues. Oct. 28

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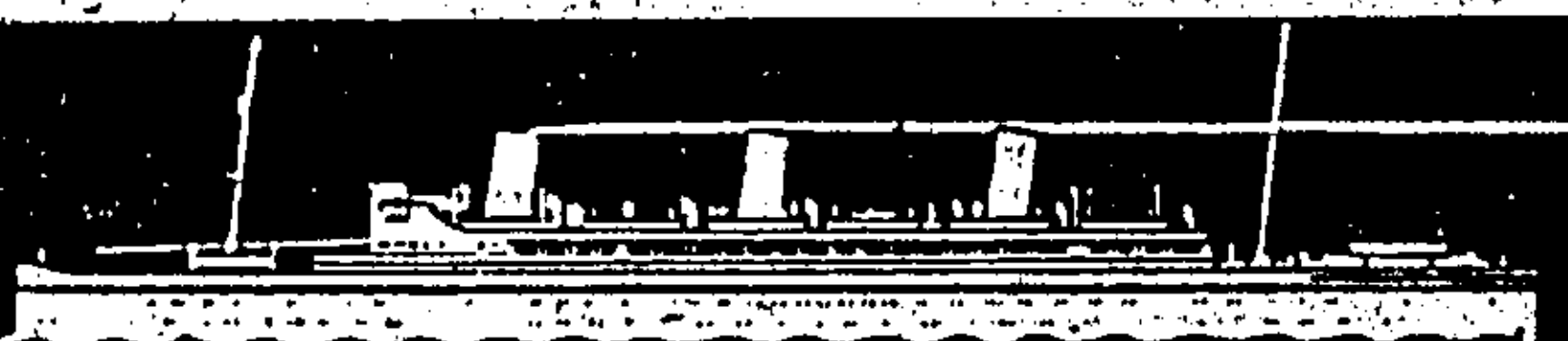
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Pr. Harrison Sun., Sept. 21, 8 a.m. Pres. Wilson Sun., Nov. 2, 8 a.m.
Pres. Johnson Sun., Oct. 5, 8 a.m. Pres. Van Buren ... Nov. 16, 8 a.m.
Pr. Fillmore Sun., Oct. 19th, 8 a.m. Pres. Garfield Sun., Nov. 30, 8 a.m.

To Manila.

Pres. Harrison ... Sept. 21, 8 a.m. Pres. Johnson ... Oct. 5, 8 a.m.
Pres. Taft ... Sept. 23, 6 p.m. Pres. Jefferson ... Oct. 7, 6 p.m.
Pres. McKinley ... Sept. 27, 6 p.m. Pres. Grant ... Oct. 11, 6 p.m.

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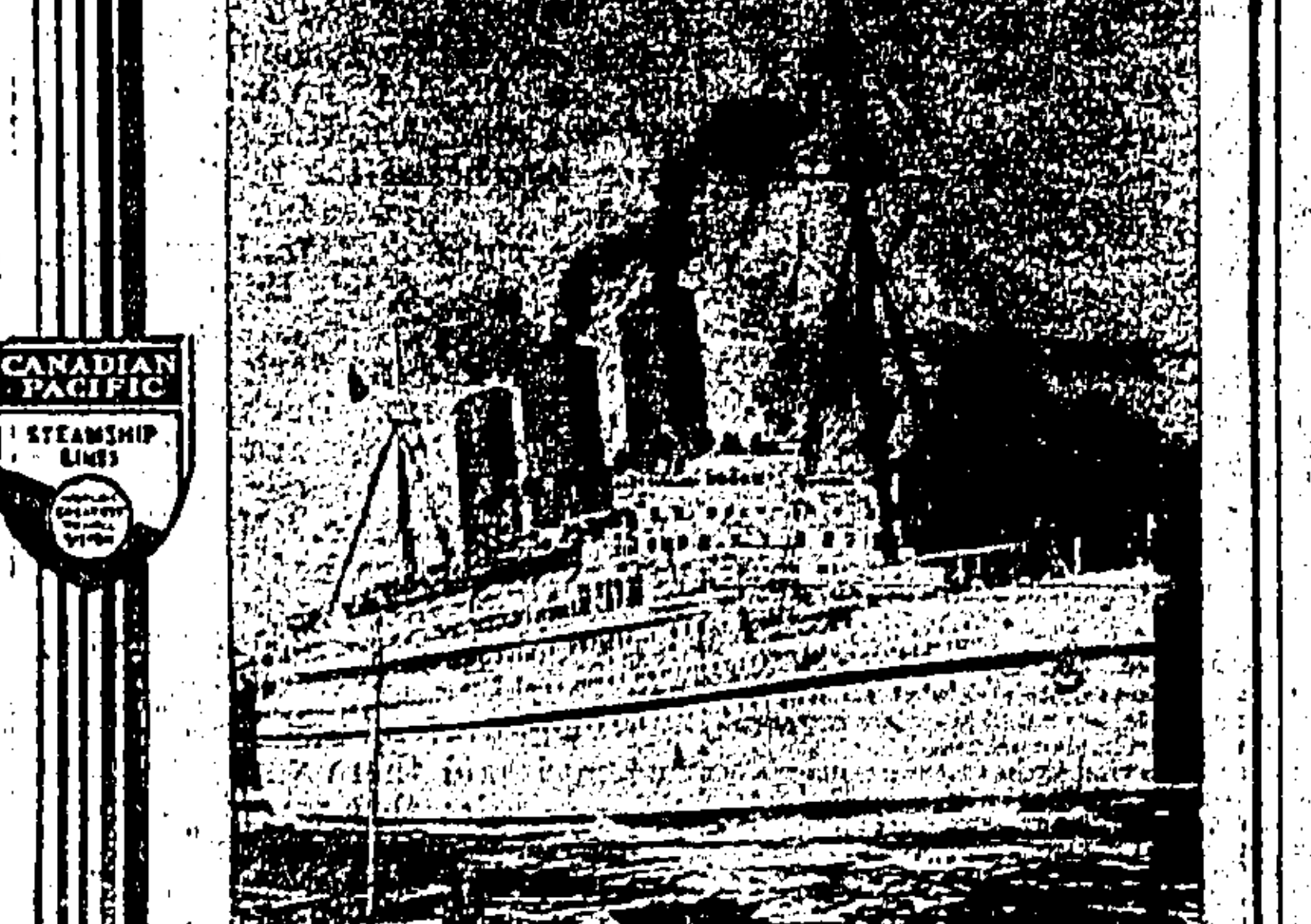
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	Cabin class	Tourist class	Steerage
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Yokohama	Y.170	Y.95	Y.38
Kobe	Y.150	Y.88	Y.34
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THE METAL MARKETS.

MESSRS. RUDOLF WOLFF AND
CO.'S WEEKLY REVIEW.

London, Aug. 29.

Markets have ruled steady and on the whole rather more activity has obtained, buyers displaying more readiness to meet sellers, in consequence of which a comparatively firm undertone has been maintained. Tin shows a moderate advance as compared with last week, but price movements in other metals show very little change.

Tin.

Tin has been irregular. Easier conditions obtained during the first part of the week, the three months price on Wednesday selling down to £134.2.6, but afterwards buyers took more interest and prices substantially recovered. The advance, however, was not maintained and to-day, as the result of some influential selling, much of the advance was lost, the market however still closing 5/- to 7/6d higher as compared with our last report. Sales in the East during the week are still comparatively small, amounting to only 895 tons; shipments thence up to the 25th inst. were 6,308 tons, and for the month are still estimated at 7,600 tons. The premium on Straits Tin remains steady at about 30/- to 35/- according to delivery; whilst Bangka is nominally quoted at a premium of £3.10.0 to £4. Demand on the part of consumers in this country, though not too active, has been fairly well sustained, but very quiet conditions are reported on the Continent. Business in America also has been on a restricted scale, but in view of the comparatively quiet which has recently prevailed there, some improvement in this direction is expected. The earlier weakness was in a measure due to reports that the statistical position at the end of this month will make a less favourable showing than had been anticipated, and the decline was further aggravated by the constant increase in the Liverpool stocks which, counterbalancing whatever effect the smaller sales in the East might have had, occasioned some disappointment amongst holders and resulted in a fair volume of selling and liquidation. With selling pressure subsequently relaxed and the market at the same time being more actively supported, prices recovered, stimulated to some extent by the better tone on the Stock Markets, but the general position has not so far improved as to warrant sustained advance, and the market has already reacted from the highest points touched. The slight improvement has been on the whole fairly well maintained, and some further improvement in price should gradually take place again, as the strengthening influence resulting from a restricted production becomes more widely appreciated.

Copper.

Copper has been steady and fluctuations have been negligible up to to-day, when a firmer tone manifested itself, and the price responding shows a small advance of 10/- for Cash and 6/3d. for three months as compared with our last report. The market presents a fresh feature of interest: the Association price for Electrolytic remains unchanged at 11 cents, but selling in other directions continues at 10.75 cents, and even lower prices have been at times reported. Consumers' demand meanwhile continues on a very restricted scale, for buyers, it would seem, scarcely contemplate any immediate advance in the price of Electrolytic, on the contrary there is always the possibility that some further reduction may be made whereby a more active interest on the part of buyers would be aroused, and consequently some impression made on the existing heavy stocks. The firmer tone on the Standard market to-day has no doubt been in a measure influenced by the improvement on the Stock Markets.

Lead.

Lead has been steady throughout the week, prices up to to-day showing little or no change as compared with those ruling a week ago. To-day, however, witnessed a sharp advance in the August price to £18.13.9, due to a little belated bear covering on the last market day of the month, for it cannot be said that the comparatively high price represents any special demand on the part of consumers, or any actual scarcity of metal: the establishment of a backwardation of 10/- between August and November may therefore be regarded as purely technical. There is no fresh feature of interest to report, conditions remaining very much the same as hitherto reported. Consumers still restrict their purchases to their immediate requirements, and buyers generally are apathetic, displaying little confidence, for it is felt that were the market to be governed essentially by real economic conditions as they exist, prices would undoubtedly be lower.

Spelter.

Spelter has been irregular, but closing rather firmer again, the price shows a small advance of 2/6d. for August, but a decline of 3/9d. for November as compared with our last report. The reduction of the contango is due to technical considerations incidental to the turn of the month, and the comparatively high price for August does not represent any scarcity of actual metal for near delivery. The market has been subjected to some fairly heavy selling and liquidation, which would account for such weakness as prevailed earlier in the week, but offerings latterly have been more readily absorbed and fairly heavy buying has been attracted, as the result of which considerable activity has prevailed. On Tuesday, down to £16.2.6 was accepted for November, August selling at £15.12.6, but since then November has changed hands at £16.7.6, with buyers of August at £16.1.3. Business with consumers, whilst remaining on the whole dull, has given some indication of revival, and buyers generally have shown rather more interest. Reports from the Continent have not displayed any outstanding feature, and the market has exhibited a firmer undertone, there being on the whole less disposition to sell, for demand on the part of consumers is due for some recovery, and some improvement in this direction is in consequence anticipated. Altogether, it might be said that, whilst conditions leave room for considerable improvement, the general tone of the market is harder, and the future is regarded with more confidence, in the belief that the low price, restricted production and possibility of improving demand with the advent of Autumn, should stimulate a moderate recovery. The market is reported quietly steady in the U.S.A., and the price remains without material change.

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are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 18th September.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th September, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 8th October, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents,
Hongkong, 18th September, 1930.SERVICES CONTRACTUAL DES
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The Steamship,

"ADRE LERON"
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From MARSEILLES, etc.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk in the Godowns of the Hongkong & Whampoa Dock Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before Wednesday, the 24th September, 1930, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard & Douglas at 10.00 a.m. on Monday, the 22nd September, 1930.

No claims will be admitted after the Goods have left the Godowns.

No fire insurance will be effected by us in any case whatever.

R. OHL,

Agent,
Hongkong, 15th September, 1930.

N.Y.K. LINE.

(NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

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All claims must be presented within ten days of the steamer's arrival after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 18th, September 1930.

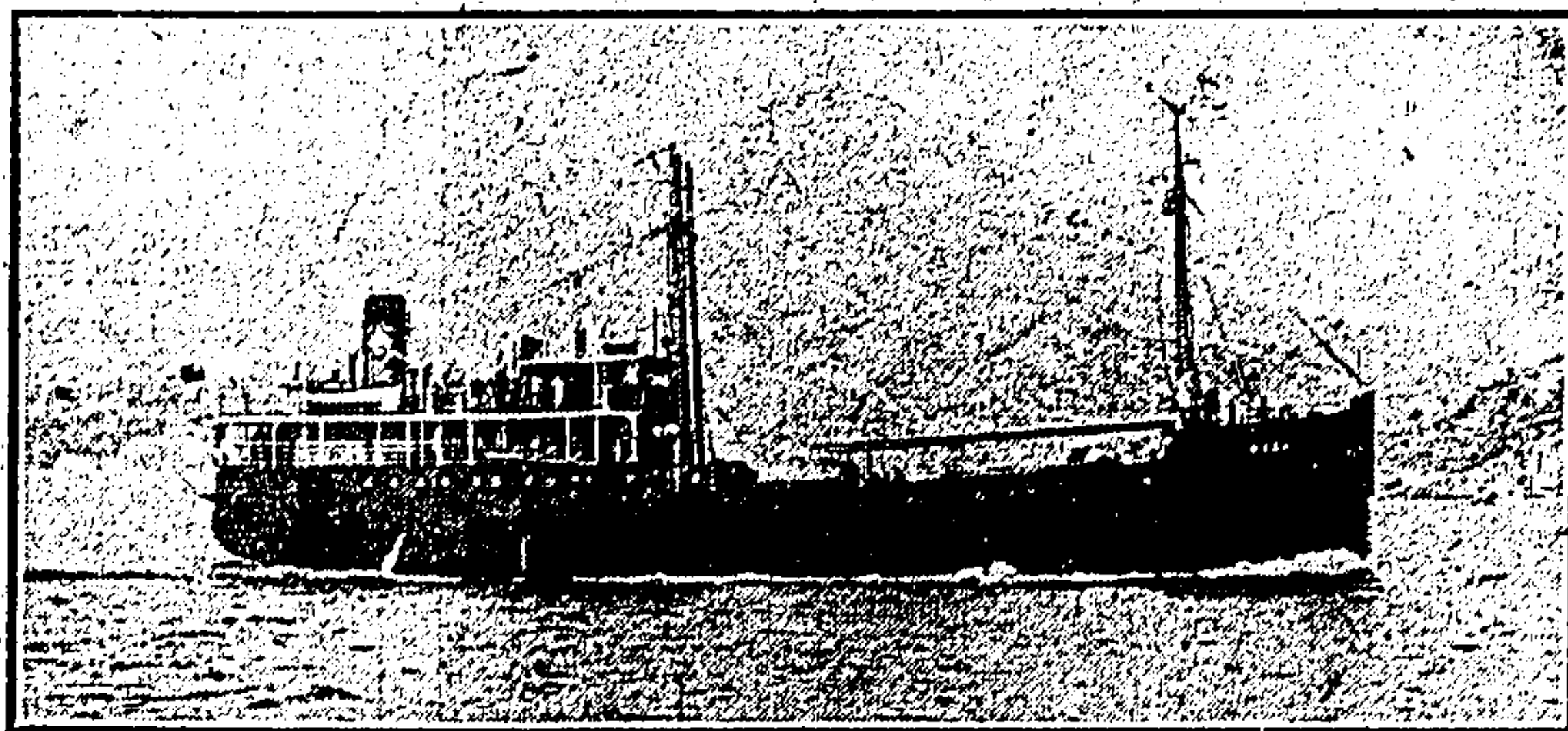
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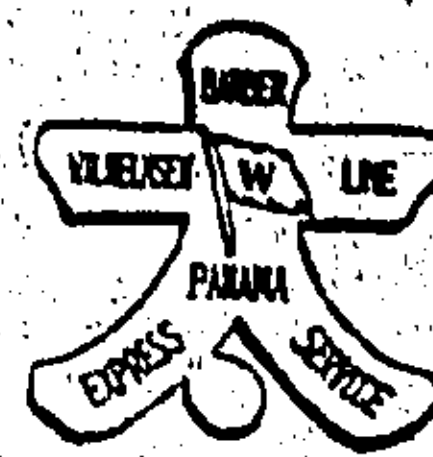
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MALWA	10,980	11th Oct.	Bombay, M'les & L'don
*MIRZAPUR	6,715	15th Oct.	Straits, B'bay & L'don
*KHYBER	9,114	25th Oct.	M'les, L'don, Hull, R'dm & A'werp
MACE DONIA	11,120	8th Nov.	Bombay, M'les & L'don
*NAGPORE	5,283	15th Nov.	M'les, L'don, Hull, H'bg, R'dm & A'werp
*KARMALA	9,128	22nd Nov.	M'les, L'don, Hull, H'bg, R'dm & A'werp

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KHYBER	9,114	26th Sept.	S'hai, Moji, Kobe & Yokohama
TILAWA	10,006	30 Sept.	Amoy, S'hai, Moji, Kobe & Osaka
NELLORE	6,853	7 Oct.	S'hai, Moji, Kobe, Osaka & Yokohama
MOREA	10,954	10th Oct.	S'hai, Moji, Kobe & Yokohama
KARMALA	9,128	20th Oct.	S'hai, Moji, Kobe & Yokohama
IBENALLA	—	20th Oct.	Shanghai & Kobe
TALAMBA	8,018	22nd Oct.	Amoy, Moji, Kobe & Osaka
MACE DONIA	11,120	24th Oct.	S'hai, Moji, Kobe & Yokohama

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CENTRAL THEATRE

For an extended run
Daily at 2.00, 5.00, 7.20, 9.40, p.m. sharp.

Broke all Records in London
and New York.

Music... Beauty...
Romance... Glamor
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United to Create what
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claimed the

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RADIO PICTURES'

Colossal Glorification in Voice,
Song, Color and Beauty of

ZIEGFELD'S

GREATEST GIRL-MUSIC SPECTACLE

With BEBE DANIELS

...billed as the screen's greatest singing star

JOHN BOLES

...starring romantic lead

Bert Wheeler

Robert Woolsey

Dorothy Lee

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Glorious old songs and

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HARRY TIENEY

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Scenes in

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WILLIAM

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Another Super-Production at Popular Prices.

Song Hits distributed free

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at his best in

"A NIGHT OF MYSTERY"

with Evelyn Brent, Nora Lane.

MAJESTIC THEATRE
Commencing
TO-DAY
at 2.30, 5.30, 7.20 & 9.20 p.m.

STAGE PLAY at 9.30 p.m.

"GAY PAREE"

with

ELEANORE NINON, LEO MANTIN

In Latest Song Hits—Newest Dance Fashions

Also

Hilarious comedy scream

"MONKEY BUSINESS"

Slight increase in prices at 9.20 p.m.

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 8, Wyndham Street, in the City of Victoria Hong Kong.

BODIES OF LOST EXPLORERS.

TAKEN FROM NORWAY ON A SWEDISH GUNBOAT.

REVERENT SCENES.

Tromsø, Sept. 19. There was an impressive ceremony at the Cathedral here when the remains of the explorers Andree, Strindberg and Fraenkel were handed over to the Swedish authorities.

Swedish sailors bore the coffins through reverent crowds, flags being flown at half-mast, towards the quay, where they were placed on board the Swedish gunboat Svenskund for transfer to Sweden.—*Reuter.*

[It was reported from Oslo on August 22 that a 33-years' mystery in the Arctic had been solved by the finding on White Island, between Spitzbergen and Franz Joseph Land, of the body of the Swedish explorer and balloonist, Salomon August Andree, by a Norwegian scientific expedition on August 6; also a second body in the remains of the camp. A third body was found later.

Andree left Dane Island, Spitzbergen, in July, 1897, in a balloon with two companions, intending to fly to the North Pole; but he disappeared and several expeditions were sent to search for the missing balloonists. The camp, situated a couple of hundred yards from the shore, bore many evidences that the balloonists had lived for some time after a forced landing.]

"THE DIVORCEE."

FINE FILM SHOWING AT THE QUEEN'S.

Marital problems, with special reference to the facilities in America for the changing of husbands and wives, form the basis of "The Divorcee," Norma Shearer's big talkie success now showing at the Queen's Theatre. There is no need to tell the story; indeed, it is better that it should be gathered from hearing and seeing the picture. Suffice it to say that the main theme is the conflict in man's and woman's viewpoint on faithfulness. It is a tale of a woman who, thinking that what was sauce for the goose should be sauce for the gander too, found that life does not work out quite on those lines. In the end, after a good deal that is sordid, true love comes into its own.

The film is decidedly worth seeing. Apart from the study in life which it represents, it is marked by some remarkably fine acting in which Norma Shearer rises to new heights and in which also the other characters give her able support. There is, moreover, a happy vein of humour running through the

AGED PRINCESS MARRIED.

INFANTE OF SPAIN FOR BRIDEGROOM.

ESCAPADE RECALLED.

London, Sept. 19. The wealthy Princess Marie Charlotte Constance De Broglie, who is seventy-three years of age, has been married secretly in a London register office to Prince Louis Ferdinand of Bourbon-Orleans, who is forty-one. He is the Infante of Spain, and a cousin of King Alfonso of Spain.

The wedding was arranged to take place in France last July, but the Princess' family vainly endeavoured in the French Courts to prevent it.

The Prince was ordered to leave France some time ago, following an alleged escapade in the "underworld" of Paris, whereupon King Alfonso deprived him of his rank and all honours and dignities.—*Reuter.*

The marriage between the aged Princess and Prince Louis Ferdinand caused a great stir in European continental society early this year. The De Broglies are a large and very wealthy family, and they regarded the betrothal with the greatest concern, not only because of the disparity in the ages of the couple, but also owing to the Prince being *persona non grata* with minor Royalty and the more aristocratic families on the continent.

Prince's Escapade.

The escapade of the Prince referred to in the cable occurred six years ago. The following announcement was made from Madrid on October 10, 1924:

"King Alfonso, as head of his House, has been obliged to take the painful decision of depriving Prince Louis Ferdinand of Bourbon-Orleans of all his rights as an Infante of Spain. Prince Louis is the second son of the Infante Don Antonio, Duke of Galliera and the Infanta Eulalia, aunt of the King of Spain. Recently the French Government found it necessary to expel him from the territory of the Republic. A Royal decree, depriving the Infante of his privileges "on account of bad conduct" is published in the Madrid Gazette to-day."

play, with some quite clever epigrams. "The Divorcee" can certainly be described as a picture far above the ordinary.

In addition to the main film, there is an excellent news reel, which includes some good pictures of the America's Cup, and an especially good musical speciality by the Revellers. Altogether, the current programme, is most entertaining and satisfying.

IN CAPTIVITY FIVE MONTHS.



Father Waguette as he appeared after being released from five months' captivity in the hands of Communist bandits. He is now in the French Hospital, Hongkong, being nursed back to health. Details of his experiences will be found on Page 1.

BRITAIN LEADS IN AVIATION.

ORDERS FROM ABROAD FOR MACHINES.

GIANT AIR LINERS.

London, Sept. 19. Orders for aircraft worth several hundred thousand pounds have been received in Britain from abroad during the past few weeks. Britain is at the head of the list of countries exporting aeroplanes and air machines. The Japanese and French Governments are among those which have bought for their navies the all-metal flying boats made in England and equipped with English engines. In addition, large orders for light aeroplanes and several fleets of monoplane passenger liners are being built in Britain for air routes abroad.

One important home order just being completed is that of eight forty-seater Handley Page air liners which Imperial Airways are to use on their service to India. These giants, which have a 140 feet wing span, with wing slots as large as the main planes of Moth machines, have each a speed of 120 miles an hour, and accommodation which includes two lounges and a bar, equipped with armchairs, and two huge holds for luggage and freight.—*British Wireless.*

MISSION TO THE FAR EAST.

(Continued from Page 1.)

chairman, Co-operative Insurance Society.

Mr. James Bell, J.P., secretary of United Textile Factory Workers' Association; secretary of the Oldham Weavers' Association; vice-president of the Amalgamated Weavers' Association.

Mr. William A. Crowther, J.P., Messrs. W. and E. Crowther, Limited, Slaithwaite.

Lieutenant-Colonel Reginald Morcom, C.B.E., Messrs Belliss and Morcom; late chairman of Council of British Electrical and Allied Manufacturers' Association; vice-president of Federation of British Industries.

Mr. Louis Beale, C.B.E., special commissioner to Overseas Trade Development Council.

Secretary, Mr. T. St. Quintin Hill, O.B.E., assistant secretary, Mr. F. A. Barnes.

Cotton Section.

Attached to the Mission there will be a special Cotton Sub-Mission constituted as follows: Mr. Ernest Thompson, J.P. (chairman of the Main Mission and chairman of Cotton Sub-Mission).

Mr. James Bell, J.P. (also a member of Main Mission).

Mr. F. W. Birchenough, J.P. president of the Operative Spinners' Amalgamation; secretary of the Oldham Operative Cotton Spinners' and Twisters' Association.

Mr. E. Duxbury, vice-president of the United Textile Factory Workers' Association; general secretary of the General Union of Associations of Loom Overlookers; president of the Northern Counties Textile Federation.

Mr. J. L. Edmondson, secretary, Federation of Calico Printers; chairman of the Exhibition Sub-committee of the Joint Standing Committee (Education and Industry) of the British Cotton Industry Research Association.

Mr. George Green; chairman Padiham Manufacturers' Association; managing director of Messrs. George Green and Co. (Padiham), Limited.

Mr. Arthur Reiss, managing director of Reiss Brothers, (1923), Limited.

Mr. Joseph Wild, president of the Wigan and District Cotton Employers' Association; member of the General Committee of the Federation of Master Cotton Spinners; director of the following companies—Carlton Spinning Company, Limited, Clitheroe, Empress Spinning Company, Limited, Wigan, Belgrave Spinning Company, Limited, Oldham.

Secretary: Mr. N. A. Guttery.

Terms of Reference.

To the Main Mission.—To inquire into the present condition of British trade with China and Japan, and to report what action should be taken to develop and increase that trade.

To the Sub-Mission.—To assist the Economic Mission to the Far East in their inquiries so far as these relate to cotton goods, and to report what action should be taken to develop and increase British trade in these goods.

Mr. Frederic Forsyth, dental surgeon, was found dead in his surgery at Portland-place, Marylebone, last month. Death is stated to have resulted from gas poisoning. Mr. Forsyth had been a member of the M.C.C. since 1913, and was a frequent visitor to Lord's.

QUEEN'S

TO-DAY TO MONDAY
At 2.30, 5.10, 7.15 and 9.20.

The Picture That's
Sweeping the Country!

Never such advance praise
for a picture!

Raves from studio and
previews! Something new
and Sensational in disc-
losures of ex-husbands and
ex-wives!

Greater by far than "The
Last of Mrs. Cheyney."

NORMA

SHEARER



The Divorcee

with

CHESTER MORRIS, CONRAD NAGEL
ROBERT MONTGOMERY

A ROBERT Z. LEONARD Production

QUEEN'S NEXT CHANGE

GUS VAN—JOE SCHENCK

in

"They Learned About Women"

AN ALL—TALKING—SINGING—ROMANCE

THE CHINESE DRAMA

"The DECEPTIVE POTION"

TITLED IN ENGLISH

AT THE
WORLD

TO-DAY TO WEDNESDAY

At 2.30, 5.15, 7.15 & 9.20

(Interpreter at all Performances)

A Farce that moves from back-stage to
boudoir in a series of snappy scenes that
will keep you laughing every minute!

Laura
The LA PLANTE
LOVE TRAP.
NEIL HAMILTON

AT THE
STAR

Final Showings To-Day

At 2.30, 5.30 & 9.20

TO-DAY "THE MONTMARTRE FOLLIES"

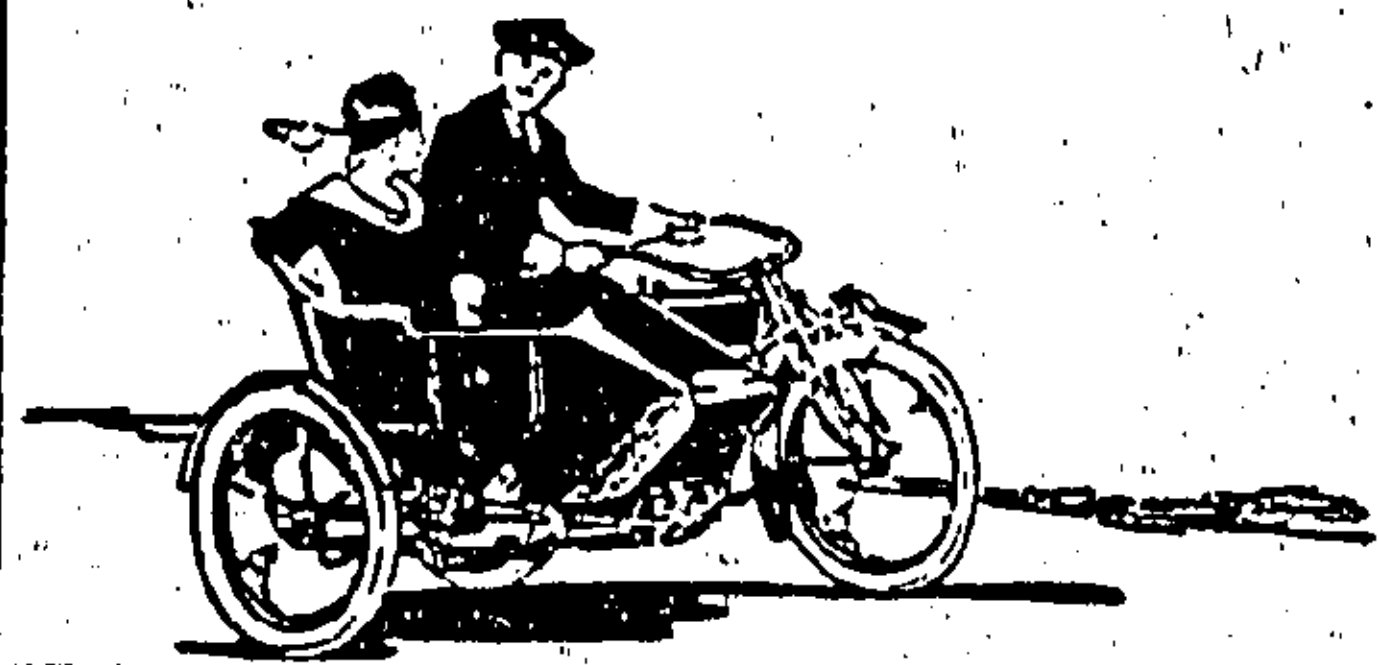
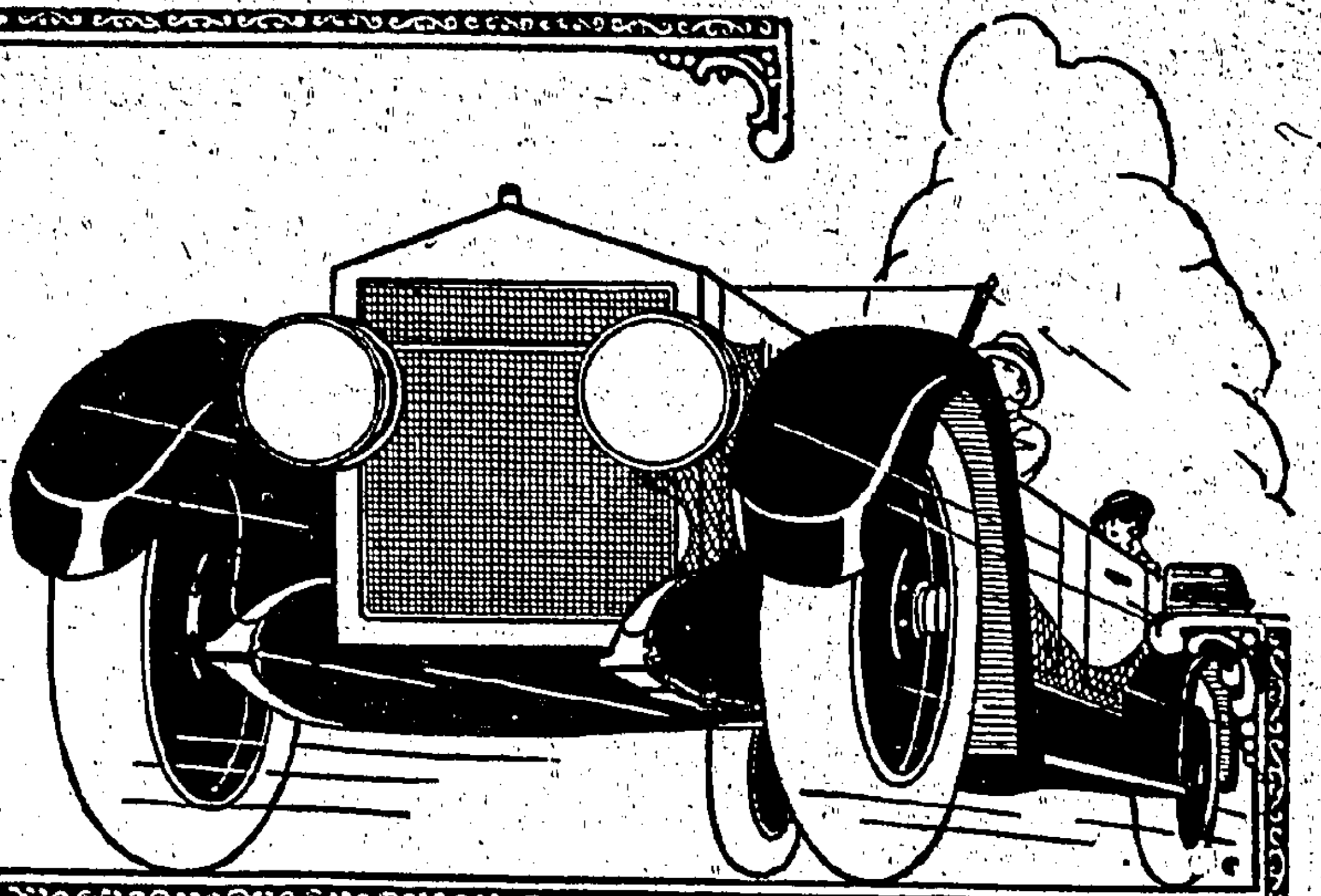
MOTORING SUPPLEMENT

OF

THE HONGKONG TELEGRAPH.

SATURDAY, 20th. SEPTEMBER, 1930.

Being the Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



HONGKONG MOTOR ACCESSORY COMPANY

specialises
in all kinds of
ACCESSORIES
and
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Electric horns. Body polish
Brakelining. Hand jacks
Lamp bulbs. Foot pumps
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"GORMAN"
and
"LUCAS"
storage batteries
suitable for all motorcars, cycles
and radios.
ALL AT ATTRACTIVE PRICES
Call and inspect,
Bank of Canton Bldg. Tel. 20577.

CURRENT COMMENT

Road Islands.

The road islands in the centre of Nathan Road beyond the Prince Edward Road junction, may impart a pleasing appearance to the thoroughfare, but it is questionable whether they are conducive to public safety. It is already noticeable that the farthestmost one is deeply indented with wheel ruts, and the inference to be gathered is that vehicles returning to Kowloon have suddenly mounted the small surrounding kerb before the island became noticeable in the headlights. We fully admit that the drivers responsible were careless, but quite apart from that aspect, it does seem unwise to take up valuable space in the centre of such an important route when no practical object is to be achieved. It is easy to visualise these obstructions becoming veritable danger spots when the land adjoining the roadway has been built on. Then it is safe to predict that children will make these islands small play grounds, right in the midst of fast-moving traffic. When there is a possibility of building wide thoroughfares, we cannot understand the reason for wasting valuable space.

A Danger Spot.

The corner at the foot of Lai-chi-kok Hill has been the scene of numerous mishaps to motor vehicles, and we understand that even as recently as Sunday last, a six-cylinder Morris car belonging to the Police Department, crashed over the embankment finally coming to rest on the level where the "Socony" tanks are erected. Work has been commenced on the erection of a small building at this very corner, and a matched has actually been built in such a position adjoining the road, as to entirely obstruct the partial view which was previously possible over the turn of the bend. Surely the shed could have been placed in a position which would not have added to the existing danger.

The Vehicular Ferry.

It will be a great pity if the question of providing Hongkong with suitable trans-harbour vehicle transportation is allowed to linger on unsolved. We have heard much criticism on the suggested locations for the landing stages, it being generally regretted that the tentative suggestions do not allow for the shortest possible journey over the water from point to point. This aspect should be thoroughly explored, for it is obvious that from every angle, it is desirable to cut the time occupied in crossing to a minimum. Not only are the costs of operation involved, but the volume of traffic might easily be influenced by the time taken in crossing, especially so in the case of a business man driving a visitor from one side of the harbour to the other. It is true that there are difficulties in the way, but it should be possible to surmount these.

Bus Stopping Places.

It is noticed that bus stopping places which previously were somewhat badly placed, have been changed, thereby removing a source of complaint amongst motorists.

Drivers' Ignorance.

At the foot of Garden Road, Stubbs Road, and probably other points where illuminated traffic control signals are employed, many drivers are as yet unaware that they may proceed against the red signal when turning into the flow of traffic proceeding to the left. Naturally, caution has to be exercised when other vehicles are travelling on the main route in the same direction, i.e. to the left, but in many instances the roadway is quite clear, and yet drivers hesitate to proceed until the green light is given. It should be an easy matter to instruct drivers in this matter, or for the traffic police on duty to give a hand signal.

THE ELEMENTARY ART OF DRIVING.

Over-Confidence After First Lessons: Mastery of Controls Necessary for Each Individual.

At the outset a word to the many who have joined the ever-increasing ranks of new motorists: Beware of over-confidence. And to those experienced ones: Study the elementary psychology of driving.

Much in the way of instruction and caution is given to the rank novice at the wheel. Long articles are written for his benefit, and detailed comments and illustrations are published to teach him the proper handling of his car. He is faced with innumerable "Don'ts" and "Shall nots," and is looked upon as a dangerous element until such time as he appears to have gained mastery over his car.

Now, follow this same individual when the scare of driving has been overcome, when all the exaggerated beginner's "boggles" of motoring have lifted from his imagination, and you will oft-times find him swing to an extreme. He assumes that confidence which is not born of experience, and generally over-estimates his driving ability, until such time as his judgment is quickened, perchance by some half-breath escape.

Experienced Drivers Not Spectacular.

The experienced driver is seldom spectacular, while the one with a newly acquired sense of control believes for a while that his lessons are at an end, and forgets that a car provides us all with innumerable opportunities of making fools of ourselves and being a menace to others.

It is not wise to assume that the driving of a car is a type of activity limited in its scope to the actual manipulation of its mechanism. It encompasses a much wider field of thought and responsibility. In its deeper analysis it is a progressive accomplishment which, if thoughtfully carried out, forms an exercising ground for the practice of consideration, calmness, alertness and rapid decisions.

For the promotion of increased safety every motorist should ponder the question of greater efficiency in driving, remembering, as we all do, how by the vigilance of those who are adept in the art of driving we have been spared much serious trouble.

Mastery of the controls of your machine is one thing but the lessons of restraint and control of your own voluntary and involuntary actions with your car are another, and by far the greater, factor towards good driving and general safety.

Unquestionably, more than just driving knowledge is essential now that the number of vehicles and their speed are rapidly on the increase. Individual tendencies, including one's own, must be

Borrowing Cars.

One or two instances have occurred of late of people taking cars from parking places for a "joy ride," to wherever their whim dictates. Possibly the individuals who have a penchant for this particular foolery imagine that there is an element of bravado in the action, or are merely actuated by the desire to let somebody see that they are able to manipulate the controls. The fact remains that they are not only guilty of colossal cheek, but at the same time guilty of thieving, for such is undoubtedly the offence committed by people who take things which do not belong to them. The excuse that by abandoning the vehicle thus stolen, they are exonerated of criminal intent, does not lessen the crime. It is to be hoped that exemplary examples will be made of offenders.

better understood to reduce the number of accidents, even to their total elimination, for intelligence at the helm is the only practical way out of mishaps.

As Others See Us.

As we do not readily possess the gift of seeing ourselves as others see us, it will be no effort to call to mind that fellow we all of us sometimes encounter, often rather young, driving with much noise a light sports two-seater. He seems to exclaim, if not in words, "I am a real expert at driving," with a capital D. The years go in with a bang, and so does the clutch, the accelerator is touching the floor-boards, while the back wheels polish up the roadway. Round blind corners he goes, maintaining an artificial placid air of boredom and generally running most inordinate risks at cross roads.

A driver, in short, who seems not to remember that he is steering so many hundredweight of metal through the air, and forgets about momentum until it is sometimes too late. Could this be called driving? Well, yes—in the literal sense.

With the automobile of to-day there is no need for affectation, pride, or any abnormal and unmanly idiosyncrasy. Smoothness and comfort characterise car driving. It breathes swift restfulness, and should give man added opportunity for peaceful yet rapid deductions.

I must admit that I scarcely like the use of the word "driving" as applied to the automobile. It certainly corresponds better with cattle, or chariots. It suggests what it means; it hints at force. The dictionary, amongst its definitions of driver and driving says: Having force—of impulse, to urge forward by force, to move by physical means.

Driving, then, does not seem a suitable word for the gentle art of conducting such a silent and efficient piece of mechanism as the modern car. Its manipulation is really delicate. There is no wrestling required. Is this the reason why our continental friends always refer to the driver as "Conducteur?"

"Silence is Golden."

Silence is golden it is said, and this truly applies to the motor car, for quiet working is a sure sign of efficiency. This silence, when supplemented with real driving ability, assures that absence of strain and fatigue which is otherwise so noticeable at the end of a long day's run.

When touring it is not advisable to adopt the practice of either the hare or the tortoise. Road conditions often set the pace, but, if possible, steady, moderate speed on the open road is preferable to dangerous rushes or incomprehensible sudden crawls, especially when occupying the crown of the road.

The fact that we travel fast or slowly is not necessarily to label ourselves reckless or timid. It is the motive that really counts, and a mental survey of our purpose is quite a good thing with which to occupy our thoughts before starting out for a run.

If we are touring for pleasure, let us assure it by being courteous to other road users, and refrain from being exacting and short-tempered, not fearing to give way to other motorists, who perchance may be on business and have little time at their disposal.

Safety first—the safety of others first—is a good rule to observe, together with a determined refusal to cultivate the acquaintance of that twin brother of ignorance, "Chance."

One terrible offence which appears very prevalent on our highways and by-ways to-day is the habit of thinking that because a driver wishes to overtake another car he has entered upon

DREAM REALISED.

The Cape to Cairo
Broadway.

400 THORNYCROFTS.

The "Cape to Cairo" railway was a dream of the late Cecil Rhodes, who never lived to see it fulfilled, but how many people to-day are aware of the astounding fact that it is actually possible to travel right through Africa from Cape Town to Alexandria by various types of Thornycroft motor vehicles, which are running on regular services, either as buses or wagons, or combinations of these two types of vehicles for the accommodation of passenger and goods together, except for the stretch of Nile sudd (marsh) which extends for some 800 miles South of Khartoum.

The passenger who set out to make this interesting transcontinental journey would travel the first few hundred miles of his journey by the road motor services of the South African Railways, whose fleet of over 400 Thornycrofts operate regular services in conjunction with the South African railways from Cape Town to the farthest limits of the Union of South Africa territory.

Thence through Rhodesia by the service of Thornycroft vehicles run by the Rhodesia Railways, and so on through Tanganyika, Kenya, Uganda to Mongalla, and the lower Nile.

Resuming his journey again at Khartoum, the passenger would travel by one of the large fleet of Thornycrofts employed in the transport of cotton by the Sudan Government, and farther North through Egypt by others running on goods or passenger service by private owners.

The possibility of this road journey is vouched for by a well-known South African transport authority, but even more surprising is the fact that Thornycroft vehicles so completely predominate in South Africa that it is possible to make this remarkable trip on these vehicles only, which are regularly operated by Governments, Railway Companies or private firms throughout this route of nearly 4,000 miles.

a speed challenge—whereupon the one being overtaken immediately accelerates.

Now, are we amongst the type of persons who treat a light car as a heavy station bus, the tourist as a racing car, the light sporting roadster as a steam wagon, and so on? Do we race the engine out of all reason and appear to have no idea of speed or pulling-up distances, so that late and violent brake applications are necessary, and thus do not obtain the best running results? Are we unable to restart on any steep incline without being a danger to the one behind?

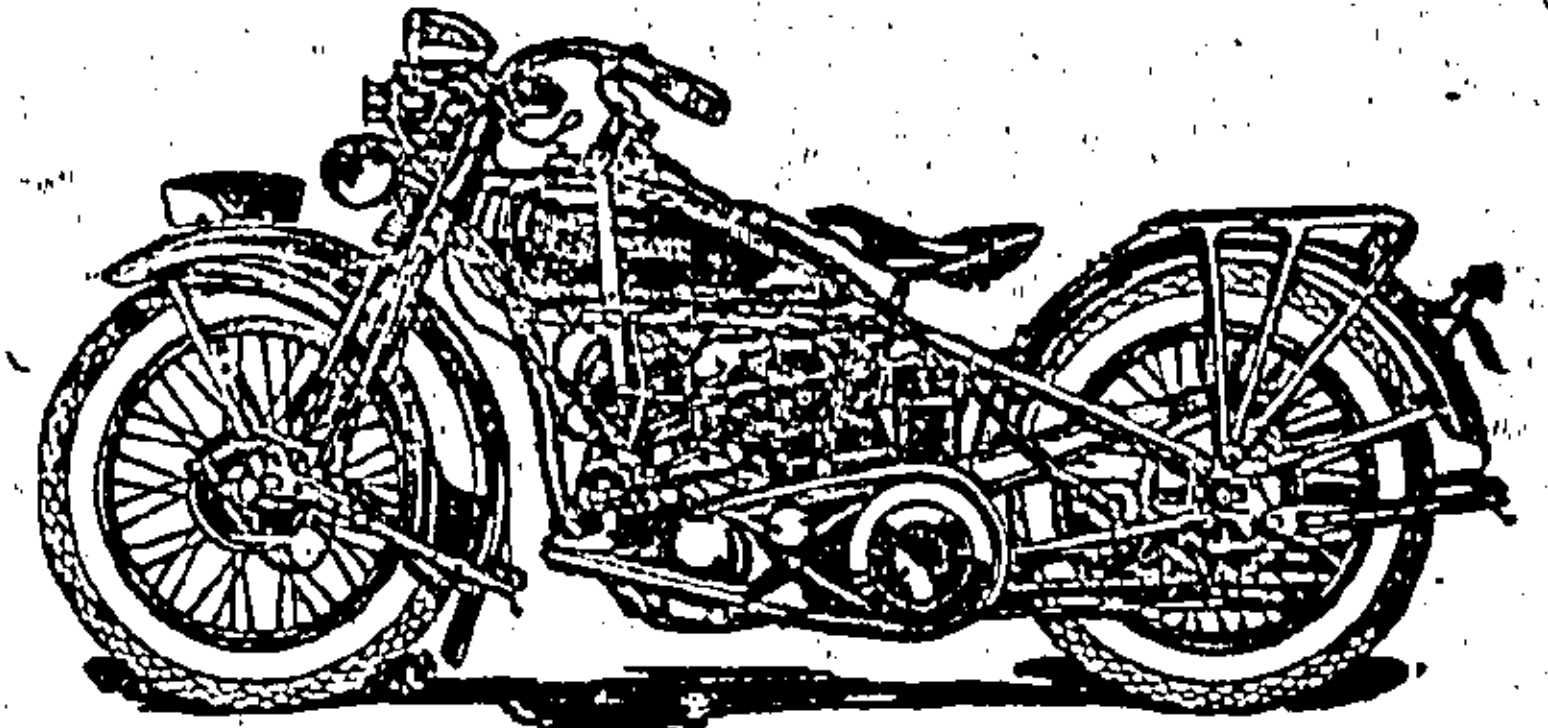
Should we find that we answer any of these descriptions, let us hasten to be more kind to our neighbour and endeavour to graduate away and above car "driving" in the literal sense, and thus reduce the toll of road accidents. Too many of us attain a mild proficiency in a few lessons, and do not trouble to improve any more, being quite content with the ability to make a car start and stop, while all the finer points in driving are neglected. Alertness is what is needed; there is greater danger in an over-cautious dullness than in swiftness with an alert mind.

What, then, can be termed efficient driving or a first-class driver? Is it not one with a well-developed sense of proportion and a considerate character—a quick thinker?

Yes, these fundamental qualities are indispensable, for the more we care to look into things for the purpose of advancement, the more do we discover that the external effect relies on the internal qualities.

Character is often clearly revealed at the wheel. So, whatever term we favour in lieu of "Driver," let us be careful not to drive in the literal sense of the term—Autocar.

1931 "Harley Davidson" Can be Cabled for Now.



SEE THE NEW MODELS EARLY.

The Gascon Motor Co.

2, KWONG WAH ROAD.

KOWLOON.

Tel. 56242

MOTOR UNION

INSURANCE CO. LTD.

Incorporated in England

(Under the auspices of the Automobile Association)

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Spark Plugs. All Sizes.

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Horns for Car or Cycle, 6 & 12 vt.

Horn Buttons

Platinum and Wulfram Points.

If your Car is Bosch Equipped—It is the Best!

IDEAL MOTOR CAR Co.

Corner Lockhart and Marshall Roads.

New Reclamation.

Tel. 23714.

LOCAL AGENTS.

NEW ZEALAND OIL.

A Labour Member of the New Zealand House of Representatives has suggested that the Government should enter into an agreement with a British oil firm, and monopolize the New Zealand petrol and lubricating oil market.

HIGHWAY IMPROVEMENT.

Counties of the 48 states improved 45,481 miles of local and county roads during 1929, the U. S. Bureau of Public Roads reports. There are now 2,710,087 miles of highway in the country road systems.

Effecto
FINISHES

PAINT YOUR OWN CAR!
ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
FORD SHADES.
Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.
W. S. MOSES & CO., LTD.,
Sole Agents.

HELICOPTER IN U.S.

Vertical Speed 1,000 Ft.
Per Minute.

FOUR PROPELLORS.

The Curtiss-Bleeker helicopter, exposed to public view recently, after four years of elaborate experiment by its 27-year-old designer, Maitland B. Bleeker, and a staff of Curtiss research engineers headed by T. P. Wright and Robert Osborn, is a direct example of the growing trend of aeronautical designers to leave no stone unturned in the search for better aircraft. The aviation world will eagerly watch the first flights of the new craft.

The problems which the intricate machine is designed to conquer are manifold. The problem of vertical ascent is but one, although that has been considered difficult enough in the past. In addition, the machine has been built with facility of control, mobility and practicability up to a certain limit, according to its inventor.

The calculations of the builders and the results of cross-charting curves of the principles incorporated in the helicopter show the possibility of rising vertically 1,000 feet a minute. A speed of travel of seventy miles an hour in any direction with regard to the pilot is also shown by the figures.

The machine itself is totally different in application of principle, design and construction from anything thus far produced. With a four-vane airfoil to provide the lift, its wing area is comparatively larger than that of the average airplane capable of sustaining the same load. Power is applied to the motor by four four-blade propellers, all turned from a common source, a Vasp engine mounted horizontally on the centre shaft. The transmission of the power is accomplished through a set of bevel gears at the apex.

Though fundamentally different in its application, the helicopter presents an outward appearance similar to the Helicoptere of England and the Cierva Autogiro. A mass of trusses and tubular booms, the entire mobile portion of the craft is an example of the intricacy of the design. Every part, including the contours of the airfoils, is novel and has been specially calculated to perform not only the purpose of analogous parts of airplanes but the added functions necessary for successful operation in the helicopter.

"WAR" AGAINST ACCIDENTS.

American Red Cross Emergency Stations.

The American Red Cross, which for more than twenty years has campaigned against preventable deaths—whether due to accident or disease—has entered the field against the increasing death toll due to the automobile.

The Red Cross, through its chapters, will establish emergency first aid service at suitable points along the highways where accidents have been frequent. James L. Fieser, vice chairman in charge of domestic operations, announced.

Each emergency station will keep on hand a complete kit of first-aid supplies. An essential of the service to the injured will be a telephone directory of physicians, hospitals and ambulance services in the immediate vicinity, approved by the local medical society.

At least one person trained in Red Cross first aid will always be on hand. Many are available already in every community, particularly employees of telephone companies and other public utilities, municipal and State police, firemen, Boy Scout executives and leaders, inasmuch as the Red Cross has given this training for more than twenty years and has issued 401,000 certificates.

Increasing Casualties. "The tragedy of this 'war' on our highways is that the numbers mount each year. At the present rate there are in prospect 400,000 deaths and more than 10,000,000 injuries on our highways within the next ten-year cycle.

"The National Safety Council says that final figures for 1928, released by the United States Census Bureau, show that accidents took 2,008 more lives in that year than in 1927. The total of 95,056 represents a 2.1 per cent. increase over the previous year.

A surprising number of these were in the home, due to falls, burns, scalds, asphyxiation, cuts, scratches, asphyxiation, poison, and other causes, falls accounting for 40 per cent. of the accidental deaths in the home. It adds that accidental deaths where motor vehicles were involved increased by 2,115 over the previous year. The grand total of 27,966 deaths in motor vehicles was an 8 per cent. increase over 1927.

"The Metropolitan Life Insurance Company, in a statistical

bulletin, estimates that 'more than 31,400 deaths occurred through the automobile during 1929,' and 'this was accompanied by nearly one million more or less disabling injuries.' The ratio of increase in percentage of deaths and injuries is on the upgrade.

Free to the Public. The service to be rendered the injured motorist, Mr. Fieser pointed out, is a purely voluntary, humanitarian one. It comprises binding of wounds by those with a knowledge of Red Cross first aid, calling a doctor and otherwise providing the injured with prompt assistance which may save his life. No financial remuneration will be accepted for the service, but on the other hand the volunteers at the emergency first-aid stations cannot assume responsibility for doctor's charges, nor for ambulance or hospital costs, or similar financing of the injured.

"The task is difficult. It cannot be solved in a day. With the intelligent interest of 3,500 local chapters and their 12,500 branches in every part of the United States, with 60,000 representative citizens as chapter officers and hundreds of thousands volunteering service in some field of its work each year, with 650,000 trained in first aid and life-saving by the Red Cross, with the backing of its 4,000,000 adult and 7,000,000 junior members, with the good-will of our 120,000,000 population and with possible help from industry, the automobile trades and allied associations, the medical profession, insurance companies, fraternal and patriotic organizations and of national, local, and State governments, it should be possible to make a material contribution toward saving the lives and increasing the comfort for these injured.

"The Red Cross has, under authority of its chairman, accepted the challenge. It will shortly authorize many of its chapters to make an experimental beginning on this problem, particularly at points along the more important highways. The plan, if experimentation proves its worth, will contemplate a growing system of emergency first aid on the highways, limited wherever undertaken to the necessary emergency first aid on the highways, limited wherever undertaken to the neces-

sary emergency first aid on the highways, limited wherever undertaken to the neces-

sary emergency first aid on the highways, limited wherever undertaken to the neces-

THE RADIATOR.

Early Life of a Motor
Car Component.EXPENSIVE
MACHINERY.

While, of course, it is not true to say that cars will not run without radiators, it is certain that an overwhelming majority of engines are cooled by water rather than by air direct. I know full well there are just a few direct air-cooled engines, and the cars thus powered run so well and seem so entirely to escape heating troubles that one is tempted to ask why the rather costly and relatively fragile component known in Europe as the radiator and, more correctly, it seems to me, as the cooler in America, should be retained, writes Maurice Sampson in the "Autocar."

I was passing recently down the great assembly shop at Cowley, thinking of nothing very special, when suddenly I came across a perfect wall of radiators. There must have been dozens, scores, perhaps hundreds of them. Each new and brilliant in its chromium coat and carrying the wings and bull that distinguish the latest Morris cars. There were so many of these glittering and very attractive units that they just pulled me up short to look at them.

"Where are they made?" I asked, and was told at the radiator branch, about three miles away on the Woodstock side of Oxford. "Would you like to see them made?"

Of course I would; and so we entered an Isis and fared forth.

The radiator branch, an offshoot of the great and manifold activities controlled by Sir William Morris, is growing fast. It is already big; it could not turn out two thousand radiators a week for Morris and Midgates, for Morris-Commercial, for M. G. Sports, for Morris taxis, for Cowleys and Oxford and Isis for the plural Isis or Isies?—to say nothing of Wolseleys, and test every single one before letting it forth on its active career; if the space were not very large. It is large, but in every way and every day it is getting larger and larger.

Radiator Ingredients. It is soon very evident to anyone with eyes to see that the main ingredients required for motor radiator manufacture are (a) some rather simple, but powerful and accurate, presses, (b) a lot of brass, (c) a lot of solder, (d) a tremendous amount of water, and (e) a terrific nickel-plating and chromium-depositing machine or vat or plant or installation—call it what you will. The item (a), (b), (c) and (d) are all pretty simple, and almost anyone, fancying himself as a radiator maker, might be tempted to begin making his own instead of going to a specialist.

But exhibit (e), as they say in the courts, is the snag. That item is the most extraordinary, uncanny, almost human piece of mechanical ingenuity I have ever seen. Needless to say, it costs a great deal of money to buy and fit up, and it is not like some machinery which is costly at first but cheap to operate; it requires constant and very costly refilling with various chemicals day by day, and it uses an amount of electric current that makes a reduction or an increase of a farthing a unit a matter of very real concern.

Radiators consist of two main parts—the shell and the block. Each is made entirely on its own, and the two are not united until the conclusion of the making of each. Curiously enough, each component passes through a dozen major operations, and the life-story or, perhaps better, the birth-story of them runs as follows:

The shell we will take first. It begins life as a brass sheet. It is cut to shape, the shaped sheet is raised in a press, the flange on the raised sheet removed, the centre portion pierced out of the shell, a bonnet rest is formed, the shell is pickled, then polished, next nickel-plated, again polished, then chromium-plated, and finally polished once more. The shell is then ready to embrace the radiator block.

More Spectacular Processes. While this sequence of operations on the shell has been in process, the block, which is less attractive to the eye, is undergoing rather more spectacular processes. It starts life in the guise of big rolls of brass strip, about 3 in. wide by 0.005 in. thick. The brass comes to Oxford from these rolls from the metal mills in Birmingham. The rolls are passed through crinklers, then the crinkled brass is planished, it is cut into correct length, seamed and packed into groups or sets.

So precisely are all these operations carried out that there are but two points at which some little trouble may be experienced. First the block may be a trifle overweight, owing to too deep immersion in the solder bath. If so, it is like a boxer in a championship fight, it must be returned to its training quarters, so to speak, and get rid of that extra

early emergency first aid attention which may prevent death or further injury to the sufferer before the services of a physician can be secured.

It is not a substitute for medical care but is intended to meet the need until a physician arrives and takes charge.

Musings Awheel



Idle Thoughts upon Motoring Matters of the Moment.

[By "Mileator."]

Half-Hearted Signals.

Have you ever noticed—but of course you have—the increasing tendency amongst drivers to give their turning signals in an absolutely dilatory manner?

There are, doubtless, all sorts of circumstances to account for this slackness, which can constitute a very real danger. The predilection seems to be most noticeable when turning off to the right. I think you will see—if you are sharp enough to spot it—a limp, bored-looking hand flopped, barely up to its wrist, out of the driver's window, and from that you are expected to deduce that its owner is bearing right.

As I said, there are all sorts of circumstances, and they are largely dictated by the type of vehicle in conjunction with the size and sex of the driver. A hefty man can usually get his arm well over the side of a high saloon door, or a big tourer, but a small feminine arm may quite conceivably encounter some little difficulty upon occasion.

I have seen, several times, a small daintily-gloved fist so obviously conscious of the risk of its being overlooked that it has indulged in a perfect paroxysm of



feverish wagging to command attention. Conversely, when some son of Britain jabs out a hand the size of a ham, it oft-times appears to droop by reason of its own sheer weight.

A Practical Illustration.

I found myself the other evening following a popular make of nine-horse-power saloon. We had just cleared a sleepy little country town and visibility was bad owing to extremely heavy rain. I had noticed that about speeding up, and was about to overtake when suddenly it steered across my path down an easy right-handed turning. Not till the vehicle was across my bows at an angle was I able to discern a weary-looking hand hanging out of the driver's window.

That particular saloon is of the popular high-waisted type, and it may be that the combination of high window line and a small driver made the giving of clear signals a matter of difficulty. But for all that the circumstances may have explained the effect, the negligence arising from them is unwarrantable.

Overdue Marvels.

I suppose I must have an orderly mind, because I like things to follow out their appointed programme, and nothing disturbs me more than unpunctuality. If the sun failed to rise one fine morning, assuming that a morning, fine or otherwise, was possible under such circumstances, think of the shock we should experience.

Well, the failure of quite unimportant events to materialise as expected affects me in just that way. To cut the cackle, and come down to brass tacks, I am worried about the irregularity in the re-appearance of certain topics in the Press. For about twenty years these topics have been

weight. Too much solder may clog the cores of the radiator and make it get hot, just as too much "beef" on the boxer may similarly slow him up. This fault rarely happens, though now and again the block goes into the testing tank and spouts air when pressure is applied. The leak is immediately discernible and generally comes from an infinitesimally small hole near the edge of the block. It is soldered up, then and there, and re-immersed.

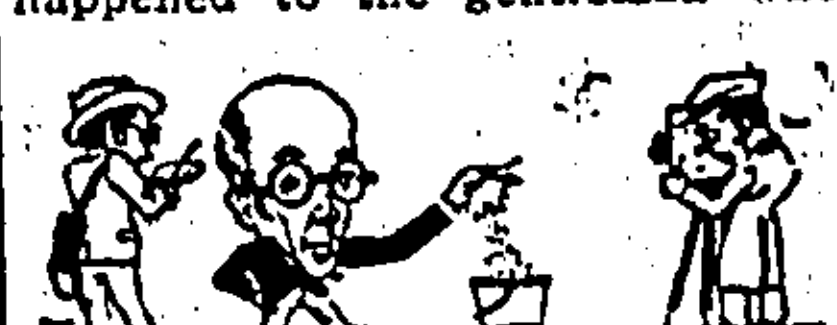
This, then, is a brief history of a radiator as made by a very modern plant.

MOTORING POPULAR IN
SOUTH CHILE.Only Possible for Four
Months in Year.

PUNTA ARRENAS.

South of Patagonia in South America lies the furthest south of all South American cities, Punta Arenas, an isolated community belonging to Chile. Punta Arenas is a free market and places no duty on imports or exports of any kind.

bobbing up at regular intervals, and they are long overdue. What, I would like to know, has happened to the gentleman who



pours a packet of white powder into a bucket of water and converts it into perfectly good petrol? It is quite time he made his re-appearance. I am getting quite worried about him.

Again Mr. Edison's storage battery, which is going to make the electric car a commercial proposition and drive the petrol-driven vehicle off the roads, has not been invented for several years. As a business man, the inventor ought to be more consistent. I feel, somehow, that he is not playing the game. I am perfectly well aware of the fact that the sea serpent and the giant gooseberry have served their turn and gone into honourable retirement, but surely these modern scientific marvels have a long and useful life before them, and it is unfair of their originators to dis-appoint us in this way.

Les Enfants Terribles.

There are many varieties of pest on the road to-day, but few more dangerous than the small boy. Apart from his apparent desire for a sticky death, he frequently places one in situations of peril.

Some years ago, a bright lad with a perverse sense of humour discharged a syringe full of dirty water into my face when I was passing on a motorcycle. This may have been extremely funny to the onlookers, but gave me a very nasty moment.

At certain seasons whip-tops are all the rage in our streets, and these dangerous missiles have narrowly missed my windscreen on more than one occasion. But perhaps the most annoying prank I have yet struck was perpetrated by an infant of about six, a few weeks ago.

I was driving into London along the Uxbridge road when this sweet child hurled half a brick. I heard it strike the car and congratulated myself upon the fact that it had missed the glass. When I arrived at the garage where I usually put up, I found



a jagged hole in my radiator, which was almost dry. As I was selling the car next day, the consequent depreciation was a serious matter.

There are times when my sympathies go out to the late King Herod, who was probably an enthusiastic character, and had suffered on occasions as I have done.

The Price of Speed.

As one who consistently preaches one thing and practises another, I admit that I have been guilty of tampering with the design of more than one car, in the hope of obtaining an improved performance, and have met with a fair measure of success but I

As a source of income, wool lends in importance with whale fishing second.

"Automobiles are very popular in this furthest south community," says Walter Glennie, a well-known automobile manufacturer, who recently returned to this country from an extended South American trip.

"In Punta Arenas, motor cars are only used about four months out of the year because of heavy snows during the winter season," Glennie says, "yet they play an important part in the life of this little community and have contributed much to its growth and development."

"The Chilean Government" employs odd looking cylindrical bulletin posts as a place for displaying decrees and public notices. They are scattered throughout the city and are usually well covered with various official messages and notices of interest to the people.

"General Ibáñez, present dictator of Chile, has brought an era of prosperity to his country that is unmatched elsewhere in South America. More automobile roads are under construction in Chile than in all the rest of the country combined.

have learnt by experience that this performance must sooner or later be paid for in one way or another. Apart from loss of flexibility and smoothness, the hot-up touring car has a nasty habit of letting one down badly. Parts are stressed beyond the safety limit, lubrication systems which are thoroughly satisfactory for normal running may fail when called upon to do work for which they were not designed, and the whole car is liable to lose its most desirable quality, which is reliability.

A sports car, designed to give an ultra high performance, always has shortcomings, principally allied with expense, anathema to the ordinary driver. Every part must be fitted to stand the exceptional strains involved, which are carefully calculated before the manufacturer of the car progresses beyond the drawing-board stage.

"If by making a few minor alterations the speed and power of a car could be improved without impairing its general efficiency, you may depend upon it that the makers would do it, but it is a significant fact that any such modifications made after purchase are held to invalidate the guarantee. This is not mere envy or spite on the part of the manufacturers, but is due to the fact that they can no longer have complete confidence in the reliability of the vehicle. An extra ten miles an hour on the



road may be well worth having, but it is, after all, a very poor consolation for a series of expensive and inconvenient breakdowns.

A Neglected Sense.

Mrs. M. and I were speeding on our homeward way after having enjoyed tea by the wayside. Quite suddenly the strong and unmistakable smell of alcohol (alas—of the fuel variety!) assailed us. With one voice we cried out "The Stove." Followed a mad minute; almost before the car was stationary I was out and desperately tearing open the picnic basket at the back, meantime Mrs. M., carefully trained to rise to all emergencies, was getting the fire extinguisher out.

We found nothing untoward and, having laboriously repacked everything and cleared up the general disorder in the back of the car, went on our way, frankly puzzled. Five miles on our nostrils were again assailed and the odour was once more quite unmistakable. But I happened to notice that we were again in the wake of a lorry that had been immediately ahead when the trouble first arose—there was a notice on the back of it, something about blowing one's horn and so forth. So at the earliest possible moment I overtook the lorry, having told my passenger to have a good look at it as we passed.

As I expected, she reported that the lorry was the property of a large petrol concern and was plastered with notices to the effect that it was running on their latest fuel alcohol!

Streets are being widened and paved, and a complete through highway is being built from Valparaíso, the chief port of call to Santiago. This will be completed some time this year. Chilean building construction is very active. To-day Chile is in better condition from a business standpoint than any other South American country. I believe it offers the greatest possibilities for export business in the very near future.

"As time goes on, we will see an increase in the number of good roads in all South American countries, and with adequate highway systems, attendant increases in automobile business will follow," Glennie says.

PRODUCTION FALLS.

The production of automobiles during the first five months of 1930 fell 31 per cent. from the peak production year of 1929, according to the American National Automobile Chamber of Commerce.

The Motoring Sensations
of the year!

FIAT 514

THE NEW FOUR-CYLINDER MODELS

and
the—

FIAT 524E

SIX CYLINDER MODELS.

Arrange for an early Demonstration.

A. GOEKE & COMPANY,

China Building, 4th Floor. Tel. 22221.

FIAT GARAGE,

Don Vaux Road Central. Tel. 24821.

LANCIA GARAGE,

151, Praya East. Tel. 23557.

SANE SPENDING.

If pressure makes us work and save
We'll save a lot by spending;
Admitting the depression's grave,
And wild expenses we must
shave—
There must be some unbending!

A car will cover twice the ground,
When business needs quick
action;
It's cheaper, too, you will have
found.
To keep the motor fit and sound
And so get better traction.

A penny saved may cost much
more,
As wear may grow extensive,
While cheaper oil can spoil a bore,
For cylinders with scar and
score
Are apt to prove expensive.

My chariot must pay its way,
It's just a money-earner;
And yet the filling stations gay
Will fill my tank most every day
And more, if times grow sterner.

The pounds I spend may pave the
road
On which industry's speeding;
May help to ease the heavy load
And save the truck from being
towed—
That's really what it's needing.

CHANGING THE OIL.

Impurities From
Without.DILUTION WITH
PETROL.

Not because it wears out or loses its lubricating power. Good oil never does that. But in service it becomes contaminated or diluted, and it is because no mechanical method of cleansing it has yet been devised that it is necessary to change the oil in your engine.

Oil thins out and apparently loses its body because it gets diluted by petrol, that is the heavy, unconsumed portions of the fuel which blow by the piston rings into the crankcase. A certain amount of dilution goes on in every engine, but is not harmful unless it exceeds approximately some 5 per cent. of the volume of oil in the crankcase.

Factors affecting oil dilution are numerous and cannot be discussed at length here, suffice it to say, however, that poor non-volatile petrol, an improperly adjusted carburettor, undue use of the choke or strangler, badly-fitting piston rings, too low an engine temperature, or a badly ventilated crankcase all aggravate dilution.

Since dilution is gradual it is worse with an engine which consumes but little oil than with one which consumes a lot, it also affects a small crankcase more than a large one because of the volume of oil concerned.

Contamination of the oil occurs through the ingress of road dirt, water, and from carbon which sometimes forms on the undersides of the pistons and falls off—abrasive matter also may accumulate from engine wear and tear. The oil filters incorporated in the lubrication system ought to take care of all this for a considerable period, with the exception of the water, which, though one of the products of the combustion of petrol, should only be present in the minutest quantity. Water, produced in the form of steam from the petrol normally passes out of the exhaust, and if any serious amount gets into the crankcase it can only have come from a leaky cylinder head gasket, a defective water passage, or from external sources.

It is impossible to generalise on the subject of oil changing, but most engines need a change every 2,000 miles, and some even less. So much depends on the type of engine and its conditions of service, but motor car manufacturers give reliable information on this subject in their books of instruction.—Courtesy of Shell.

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REDUCED ACCIDENTS.

Eight of the United States reduced their motor vehicle fatality record during 1929. The states were: Louisiana, Montana, Delaware, North Carolina, North Dakota, Oregon, South Dakota and Vermont. The District of Columbia also fell into this class.

OLD INN SIGNS.

Movement to Keep Old
Relics.

QUIET HUMOUR

"A Movement is afoot to preserve old inn signs. It has been started by the 'Worshipful Company of Inn-holders,' a very ancient society which dates back to the fourteenth century," says a recent publication.

It is the praiseworthy intention of this society to compile a list of signs now in existence and to dip into ancient records for those which have passed out of use, in order to restore them where possible.

The movement is already creating much interest, and it is quite probable that anyone having any valuable information to offer will be encouraged to supply it to the officials.

The Motorist's Opportunity.

Here, then, is a chance for motorists to make themselves really useful, and at the same time to get a great deal of amusement themselves. The increasing popularity of motoring week-ends, and the consequent increase in the number of wayside inns visited, opens up before the motorist a fine chance of adding to the records of the "Inn-holders' Company."

There are hundreds of these old inn signs to be found scattered all over the country. They are not confined to one county, so all motorists have an equal chance of discovering something valuable in the way of information, and are almost certain to find, in any case, a good deal of unconscious humour among the signboards.

Take, for example, the old country inn, "The Pig and Whistle," with its wooden signboard swaying in the breeze, and depicting the picture of a fine porker playing a whistle. Nothing could be farther removed from the original sign which read "Pige Wassall" or "The Virgin's Greeting."

Another old Cornish hostelry once proudly bore the sign "God Encompasseth Us," but as the years went by this gradually degenerated into "The Goat and Compasses."

There is another amusing example not far from London. The inn which was formerly called "Cato Le Fidele," in honour of Cato the Faithful, governor of Calais, now rejoices in the title of "The Cat and Fiddle." The swinging sign pictures an abnormally solemn cat playing an altogether impossible fiddle.

Down Norfolk Way.

Norfolk also, has one or two examples to offer, such as "The Swan with two Nicks," or notches, in the beak to denote the ownership of the bird. Now the sign shows a freak swan proudly carrying on its shoulders two necks instead of one.

In Lincoln there is "The Three Goats," which really should read "The Three Goats," or "sluces." Again, "The Boulogne Mouth" of historical fame being named in honour of the victory in Boulogne Harbour, is now known as "The Bull and Mouth."

Apart from corruptions, there are, too, inn signs which are generally misunderstood. For example, the "Beetle and Wedge" seems at first sight rather an irrelevant combination of titles, until one realises that a "beetle" is not the unpleasant little black creature, but a large mallet or hammer used to hammer in the "wedge."

Observation and research in

NEW TRAFFIC
SIGNALS.New Arrangement for
Singapore.

FOOL-PROOF.

Singapore is making another advance in the science of traffic control. New signals are being erected in Empress Place, near Anderson Bridge, and should be in use soon.

The new contrivance is operated by an electric switch and is fool-proof. Illuminated signals will appear on a diamond-shaped background.

In the top-corner of the diamond the red light will appear and at the bottom the green light

remote country districts will reveal many more such instances.

will be placed. Left and right of the diamond will be an amber light and a white arrow respectively.

The lights will be operated by the policeman on point duty and the stops on the switch are so placed as to eliminate error. As in the present contrivance opposite the Capitol Theatre the red light will indicate "stop" and the green light "go on."

The advantages of the new arrangement will be the addition of the amber light, which will appear when the traffic signal is about to change. It will be seen by vehicles from some distance away, and drivers will be able to slow down sooner than under the other arrangement, where the turning of the whole contrivance was the only indication of change.

Before the signal changes, the directing lights will go out, and only an amber glow will be seen on the diamond. This will be the

caution signal. A red light and the white arrow showing will indicate that traffic can only go right. The combination of a green light and the white arrow will indicate that traffic may move in two directions, straight on and to the right.

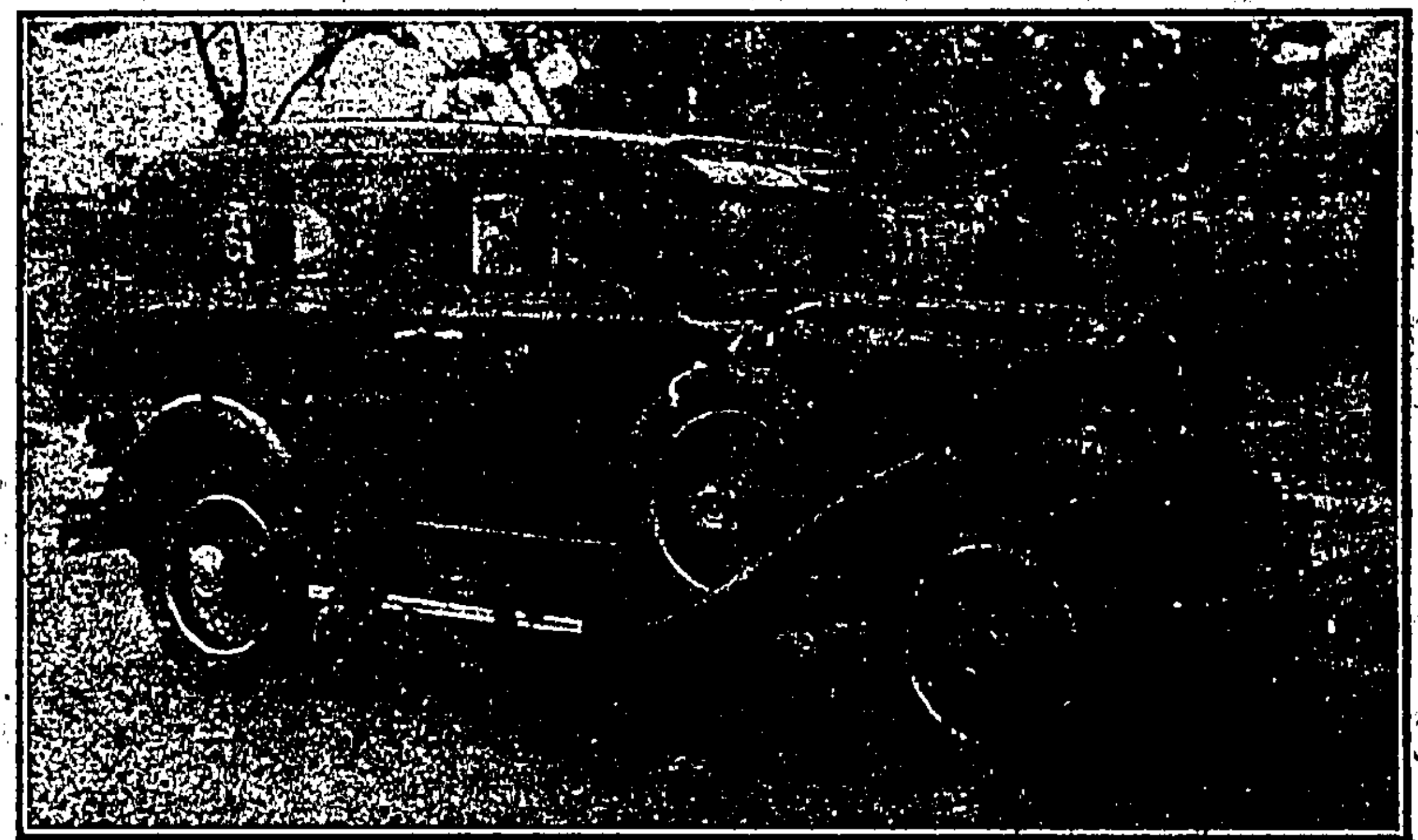
The standard will be 9 feet high from the bottom of the diamond. One will be situated on the island, close to the fountain and will face Anderson Bridge. The other will be situated at the end of the taxi rank, looking towards High Street.

This will probably be a preliminary move towards automatic traffic control, for which it is considered Singapore traffic is not yet educated. The arrangement is similar to that installed in London quite recently.

The cost of the new arrangement will be borne by Government, and the Traffic Department will supervise the operation.

POWERFUL, Yes

and with this power, big car
design that assures long life.



Many thousands of Pontiacs have been bought primarily on the spectacular performance of this luxurious car! Owners of costlier cars are amazed at the ease and speed with which Pontiacs pass them on steep hills and level stretches.

You'll find other powerful cars—you'll find other fast cars—but you'll find too that most of them lose their sparkling performance after 10,000 miles.

Pontiac's power is built into the engine to last! When many other cars begin to wear and need overhauling Pontiac is at its zenith—full of virile performance whether the throttle calls for speed or power. Its parts are made from finest quality big-car formula metals—fitted to fine, exact clearances—tested and proved.

If you are contemplating buying another big car—take a ride in the new Pontiac Big Six. You too will agree that you get big-car value at less cost to buy and maintain.

PONTIAC

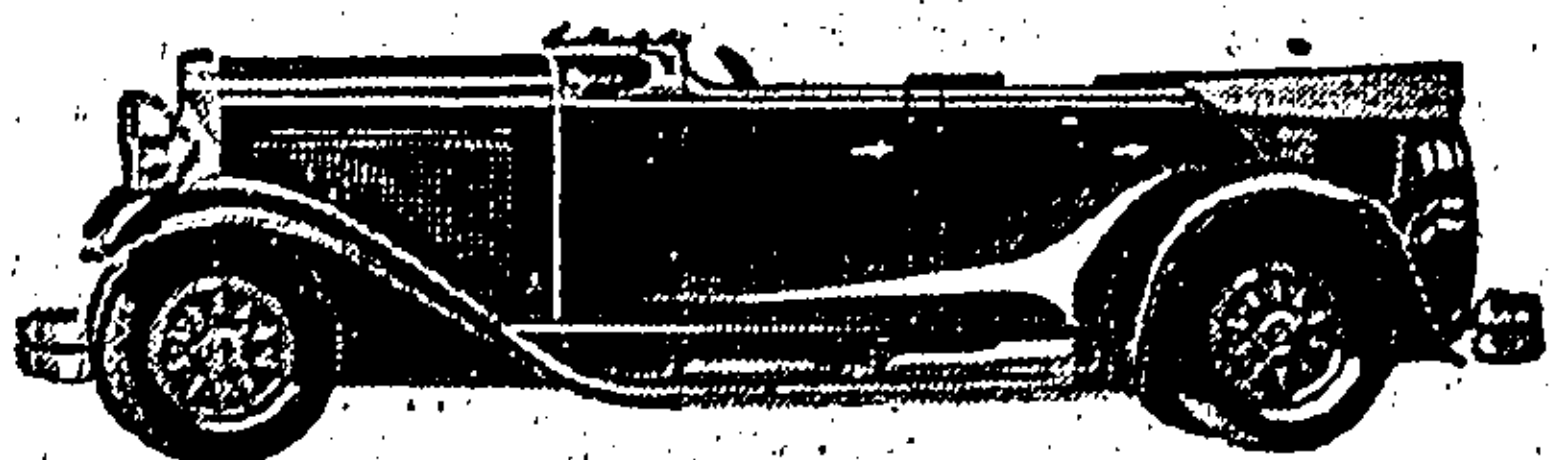
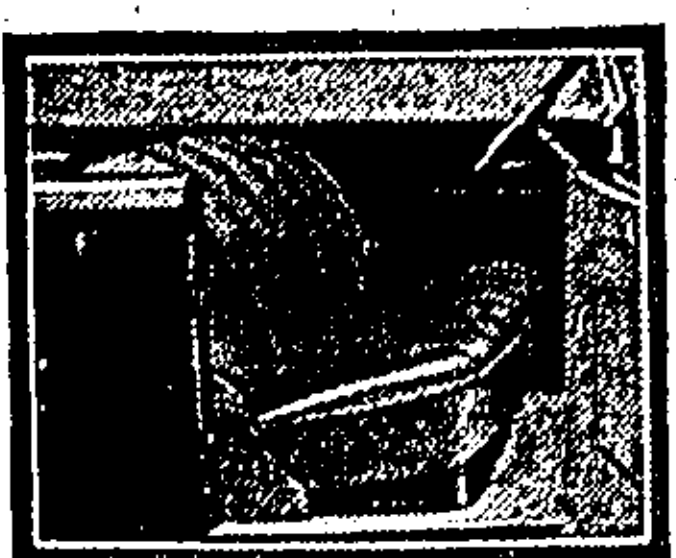
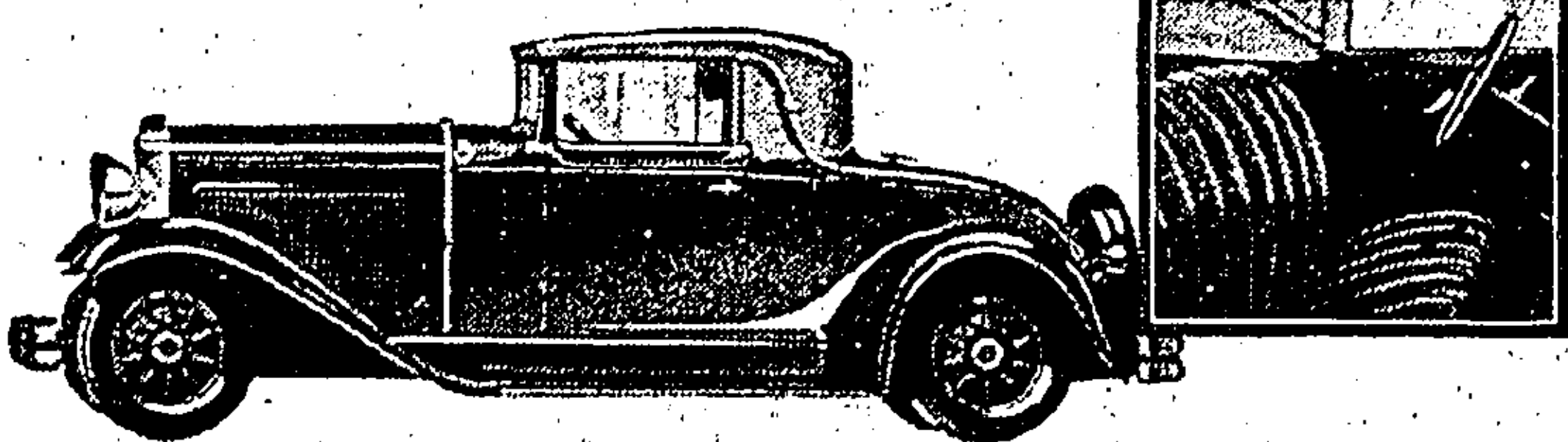
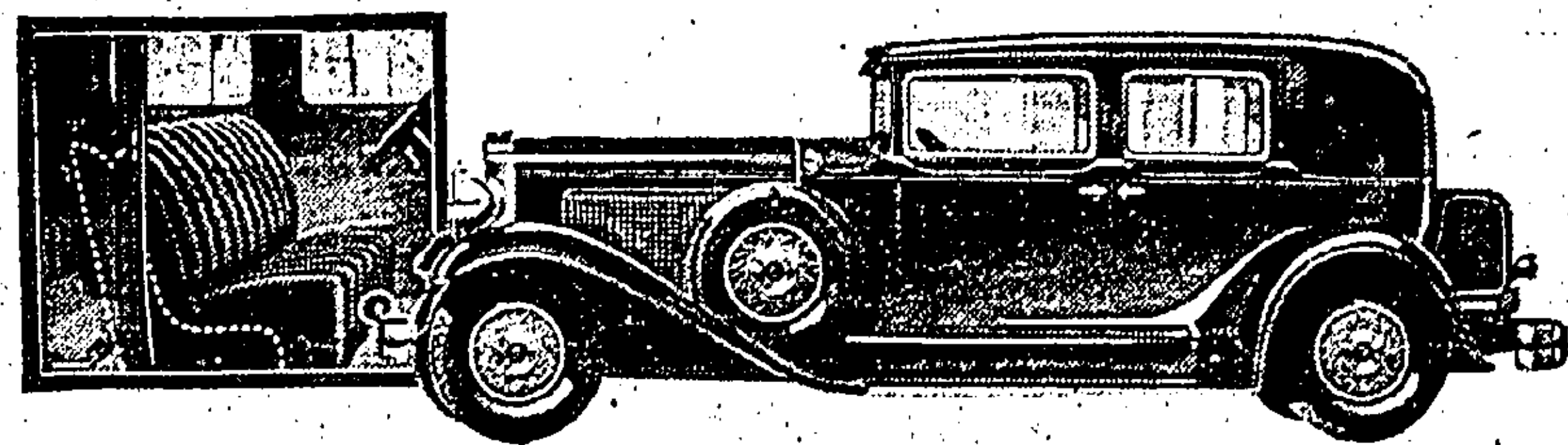
Big Six

Product of General Motors.

THE ORIENTAL MOTOR CAR COMPANY

303-9 HENNESSY ROAD

Telephone 20406



Three complete groups of new "400" Series Nash Cars

made up the impressive presentation this month that has set a new standard for motoring luxury at moderate cost. The group above shows three representative models of the new

Nash offering. At the top is the Twin-Ignition Eight Ambassador with Regal wire wheel equipment, and its artistic and ultra comfortable interior. The new Nash Twin-Ignition Six

Cabriolet is shown in the center and the new Single Six, five-passenger touring car, with its advanced lines and advanced Salontype interior, showing the adjustable front seat, is shown below.

BUICK
for
1931

Our first shipment of the 1931 Model Buick Straight Eight Motor Cars has just arrived. We cordially invite you to come in and inspect the Eight with BUICK'S Prestige—you will then understand why more than 2,600,000 people have chosen Buicks again and again.

BUICK HAS AGAIN BUILT A BETTER AUTOMOBILE. Why not let us take you for a drive in one of these new Buick Great Eights—and let you see for yourself how much more Buick gives for less money.

THE DRAGON MOTOR CAR Co., Ltd.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—
 10% Off Motor Car Insurance
 Free Legal Advice
 Reliable Drivers Supplied
 Free Mechanical Advice
 Reduced harbour transport Charges
 Associate Membership of the
 R. A. C. and A. A. London.

Rev. G. E. S. Updell
 Hon. Secretary.

C/o "Hongkong Telegraph"

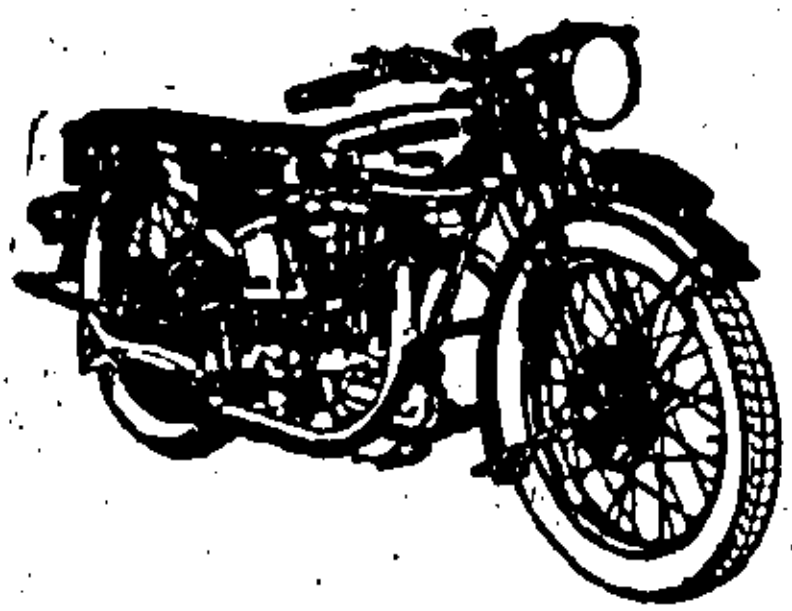
NOTICE

TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

THE NEW UNAPPROACHABLE NORTON



Model 20 Two-Port

THE MOST UP-TO-DATE MACHINE AND THE CHOICE OF THE CONNOISSEUR.

Inspection Invited

SINCERES

SOLE AGENTS

FACTORY SECRETS FOR 1931.

Price Reductions and Improvements.

THE POPULAR SIX.

(BY A. G. THROSELL.)

Mid-summer, when some of us have barely got our cars thoroughly run-in, seems a little early to talk about next year's cars and what we are likely to see at Olympia in October, but the manufacturers have themselves raised the topic. One programme is out already, at least two more firms are all set to give their glad tidings to a waiting world about the end of the month, and Coventry and like places are fairly humming with "secrets" and rumours of all manner of astonishing developments.

Most of it is mere gossip and speculation; the factories keep a jealous guard on their doings, but after discounting all guesses, enough is known now to give us a good general idea of the trend of design and of what the cars of 1931 will be like.

One cheerful prophecy I am bold enough to make is that prices will be lower, at least in the popular varieties. In spite of renewed stories of the "£100 car," I do not know whether there will be any real four-wheeled motorcar on the market cheaper than the present "babies." But you will be able to buy a properly-made, properly-equipped six, with a proper-sized body, for considerably less than you can now. And whatever figure you are prepared to give, you will get more for your money—I won't promise more enduring reliability; it is a moot point whether any cars outside the aristocrats are built to last as long as their predecessors—but more silence, more smoothness, more comfort, and more useful space.

The British cars of 1930 have shown a truly wonderful advance over those of 1929, and enterprise is not yet exhausted. The process of improvement continues. The fall in prices of raw materials has had some effect on production costs. Bodymakers, for instance, can supply saloon bodies for popular models at about half the price they used to cost, and, thanks to competition, all such savings or nearly all are passed on to the consumer.

He seldom gets them directly by way of reduced catalogue prices, but he gets them all the same in improved specifications or increased equipment. If he would be content with cars as they were he could have them cheaper, but he is for ever demanding the latest improvement.

The Silent Third.

Silent gears, for example. Since it was introduced on the Riley three years ago the constant-mesh silent third has leapt into popularity. When Olympia arrives nearly every new model with a four-speed box will have the silent third, and there may be some three-speed boxes with silent seconds. Now that, like safety glass and chromium plating and other things which we now expect as standard, costs money. To substitute a four-speed silent third gear-box for the normal three-speed costs the manufacturer as much, I believe, as adding two cylinders to the engine.

The public has also made up its mind that it wants, if possible, six

BRIGHTEST BEACON.

At Chicago's Air Port.

The most brilliant aerial beacon in the world, a rotating light shaft of 2,000,000,000 candlepower which will be visible 500 miles away, is rapidly nearing completion at the thirty-storey Palmolive Building in Chicago. Below the main beacon is a fixed light ray of 300,000,000 candlepower pointing toward the Municipal Airport.

To be known as the Lindbergh Beacon, the brightest aerial light-house yet to be devised was designed by the late Elmer A. Sperry and presented by him to the city of Chicago shortly before his death.

RUMOUR DENIED.

There has been the usual official denial of the usual rumour that a Ford baby car was to be produced to sell at £100.

cylinders (a decision which I heartily applaud) and there will be more low-priced sixes and probably still fewer fours. Whether there will be more eights is doubtful. Two of the Americans best known on this side have just launched out with eight-cylinder models, but the "light eight" has not yet established itself to any marked degree.

There is no sign of much change in body fashions. The horrible vogue of low roofs, high waistlines and shallow windows is dead, un-mourned. Most of the new body designs allow more headroom, and where a low roof is aimed at, it is got by dropping the frame, a much better arrangement.

Unsolved Problems.

Saloon bodies continue to increase at the expense of open ones, and now that the former can be produced in quantity so cheaply, those of us who hanker for a decent convertible body are in a worse plight than ever. In the United States efforts are being made to devise a more satisfactory all-weather body, but there seems no hope of anything of the sort here, and for the ordinary man—that is, the man with no spare cash for non-standard luxuries, the only alternative to the closed body with, perhaps, a sliding roof is the open tourer with its clumsy, ugly, old-fashioned monstrosity of a hood.

Of two minor improvements that I had hoped to find incorporated in the car of 1931 there are so far no signs. We have got really silent engines, we are on the way to silent gears, and back axles and properly cared-for bodies have also ceased to irritate our auditory nerves. And yet my nice 1930 car is not noiseless. Its carburettor hisses viciously when I accelerate, and its tyres howl—the smoother the more highly polished the road, and more insistent the howl.

Silencers for the air intake are on the way, I believe, but they will not be common or general for a long time yet, apparently. As for silent tyres, the difficulty is that while they can be made, and indeed are made, for Rolls-Royces and Daimlers, that particular noiseless tread pattern has nothing like as good grip of the road when brakes are applied. However, they are alive to the problem at Fort Dunlop, and sooner or later we shall get a tyre which is just as safe as the present one, but minus its irritating voice.

SAFETY REGULATIONS.

Examinations for Operators.

FOR BUS SERVICES.

"With the rapid growth of the bus as a means of mass transportation in China, the adoption of a comprehensive code of operating conduct by the National Association of Motor Bus Operators, in the United States is of much interest here, I believe," said Mr. C. F. Cress, Managing-Director of General Motors China, Inc.

"With more than 1,500,000,000 passengers annually using motor buses," says the National Motor Bus Association, "this new code of operating conduct may be regarded as an added assurance to patrons and to the public generally of the high standards to be maintained in the conduct of this great transportation agency. The code itself is merely a classification of precautions, safeguards and service ideals that the leading bus operators have always attempted to carry out."

The most important obligation of public transportation agencies is service to the public.

(a) Service requires: Operation of clean, comfortable, well maintained equipment; careful, courteous, properly instructed drivers; schedules and routes so laid out as to serve in the best possible manner the largest number of patrons.

"The fundamental elements of service are safety, reliability and comfort."

1.—Safety of service requires:

(a) Regular inspection of vehicles to determine fitness for operation. No vehicles should be operated when such fitness is in doubt.

(b) The selection of operators by standards of physical and mental fitness and their training to know, understand and observe all lawful regulations and courtesies essential to the safe and efficient use of public highways.

(c) Operators to be held responsible for a thorough and complete knowledge and observance of state laws, local ordinances and police regulations governing traffic, speed, and the use of streets and public highways.

(d) The installation of schedules planned to avoid the necessity of reckless driving, or the use of any speed that is unduly fast or in excess of any legal limit.

"Reliability of service requires: (a) The maintenance of proper insurance, or equivalent funds to protect the interest of passengers and property in case of accident.

(b) The provision of adequate schedules and their maintenance with due regard to safety.

(c) The proper care of property of passengers, including lost articles, etc.

"Comfort of Passengers requires: (a) A vehicle properly ventilated, heated and lighted and so designed and constructed that the patrons may ride with the maximum of ease.

(b) Arrangements of schedules

HELPING MOTORISTS.

A Road Patrol System on A.A. Lines.

ADOPTED IN U.S.

A system of traffic patrols with roadside telephone boxes modelled on the system controlled by the Automobile Association of Great Britain, is being tried for the first time in the United States.

The New Haven County Automobile Club is responsible for the innovation which was decided upon after Mr. Robins' Stockel, the State Commissioner of motor vehicles, had made a personal inspection of the A.A. system during a visit to England.

Ten roadside patrol stations have been established in New Haven county, at crossings where accidents have been most frequent. They contain telephones and emergency equipment. All members of the club have keys which open the boxes.

At week-ends, uniformed patrols (road scouts) will be stationed near the boxes. These men have been trained by the club under the direction of a Connecticut police officer. They will perform similar duties to those of road scouts in Britain, directing traffic, giving information, helping in cases of breakdown, and generally assisting motorists.

NEW DANGER.

Curious Fire Cause.

A curious cause of a car taking fire was discovered by a motorist in Hamilton (N.Z.). Leaving his car in the sun he came back some time later to find the upholstery of the front seat smouldering.

Investigation revealed that the rays of the sun had been focussed by the windscreen on to the seat and had fired it. A hole was burnt in the seat.

with due regard for proper connections with intersecting carriers.

(c) Training of operating forces so as to instill the principle of courtesy to patrons at all times; provide for the giving of all reasonable assistance and the furnishing of information requested when that is possible."

PIONEER DAYS.

The Death of Glenn H. Curtiss.

AVIATION LOSS.

In the death of Glenn H. Curtiss aviation has suffered the loss not only of one of its outstanding pioneers, but of an inventor of unusual versatility and genius whose willingness to translate unshakable enthusiasm for new speeds on land and in air into personal demonstration of the machines he conceived and built played a great part in kindling national enthusiasm both for flying craft and for the motors suitable to drive them. Holder of Air Pilot's License No. 1 in America, Curtiss made the first public flight, the flights which took the early Scientific American trophies, the Bishop Prize and the Gordon Bennett Cup and won the \$10,000 New York World prize for his historic flight down the Hudson from Albany. He added to his laurels by contributing many solid and constructive ideas to both airplane and motor design. His work on light motors was particularly notable, and more fires took to wings sustained by the OX engine, which was his brain child, than by any other motor yet designed. "He gave to aviation both the pontoon and the flying boat, the hinged aileron and the fixed stabilizer. A visionary, in the best sense, the stuff of which his dreams were wrought will endure.

RUBBER BUMPERS.

Pneumatic rubber automobile bumpers are among the latest accessories for automobiles. The new bumper consists of a slightly curved steel bar to which is attached a cylindrical rubber casing containing an inner tube. The air pressure maintained is about that of the average balloon tyre.

AIDING SAFETY.

To protect motorists who sometimes forget to stop at railroad crossings, ten states, Alabama, Delaware, Florida, Georgia, Illinois, Louisiana, Mississippi, Oklahoma, Pennsylvania and Tennessee, have passed a law that all motorists must come to a full stop at such crossings.

SURE CURE.

Revoked Licences.

WAR ON RECKLESS.

In the first five months of this year, 643 motorists in California had their licences revoked for reckless, drunken, or incompetent driving.

Investigations are made of the character and competency of all motorists who have been involved in three accidents in which fatalities or bodily harm result.

If State inspectors make unfavourable reports, drivers are required to show cause why their licences should not be revoked.

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Pictorial Supplement

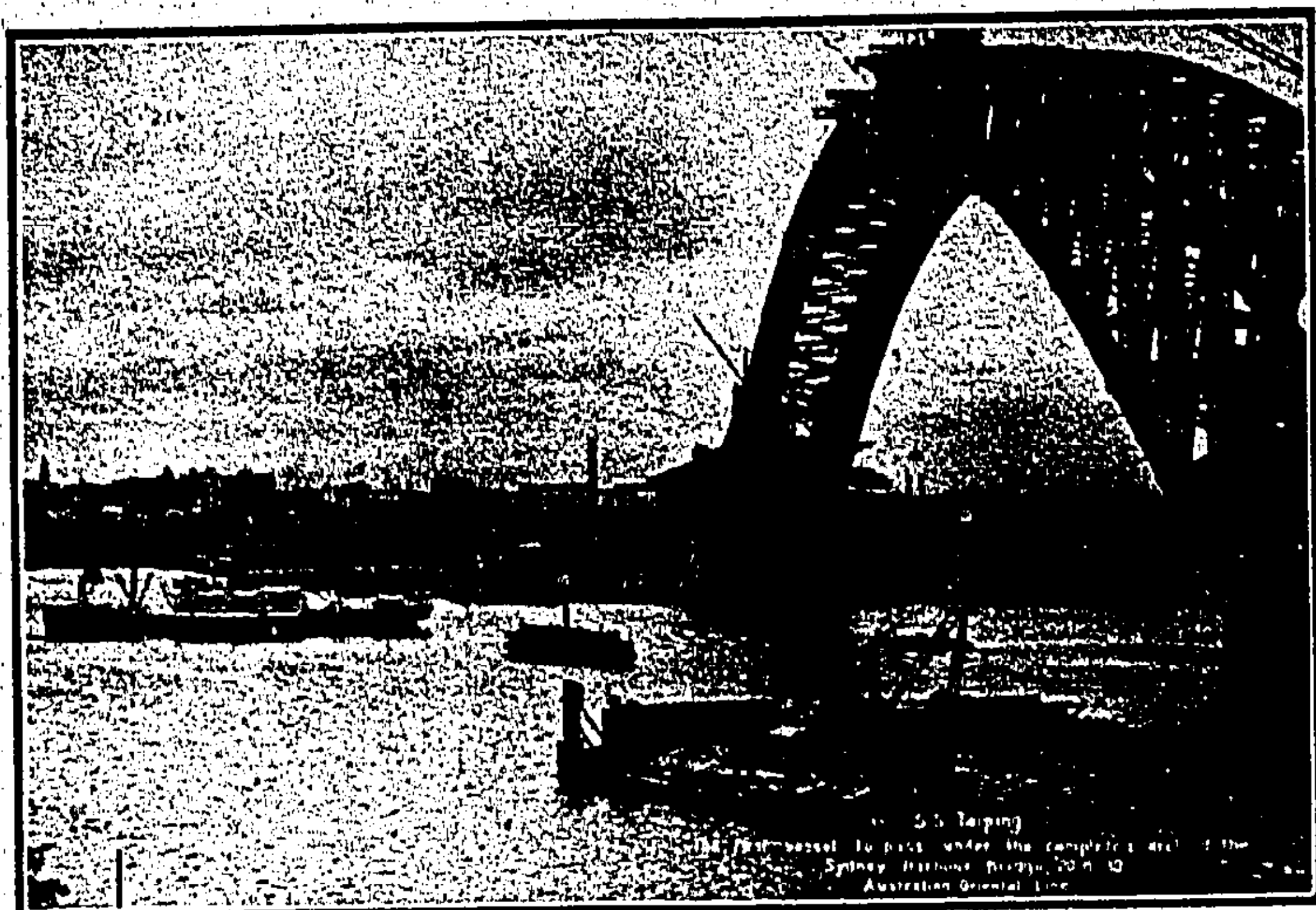
September 20th, 1930.

STUDEBAKER

"SIX" 70-horsepower 114-inch wheelbase

Only by actually seeing and driving the new "Six" can you know how impressively it interprets the spirit of these tremendous times.

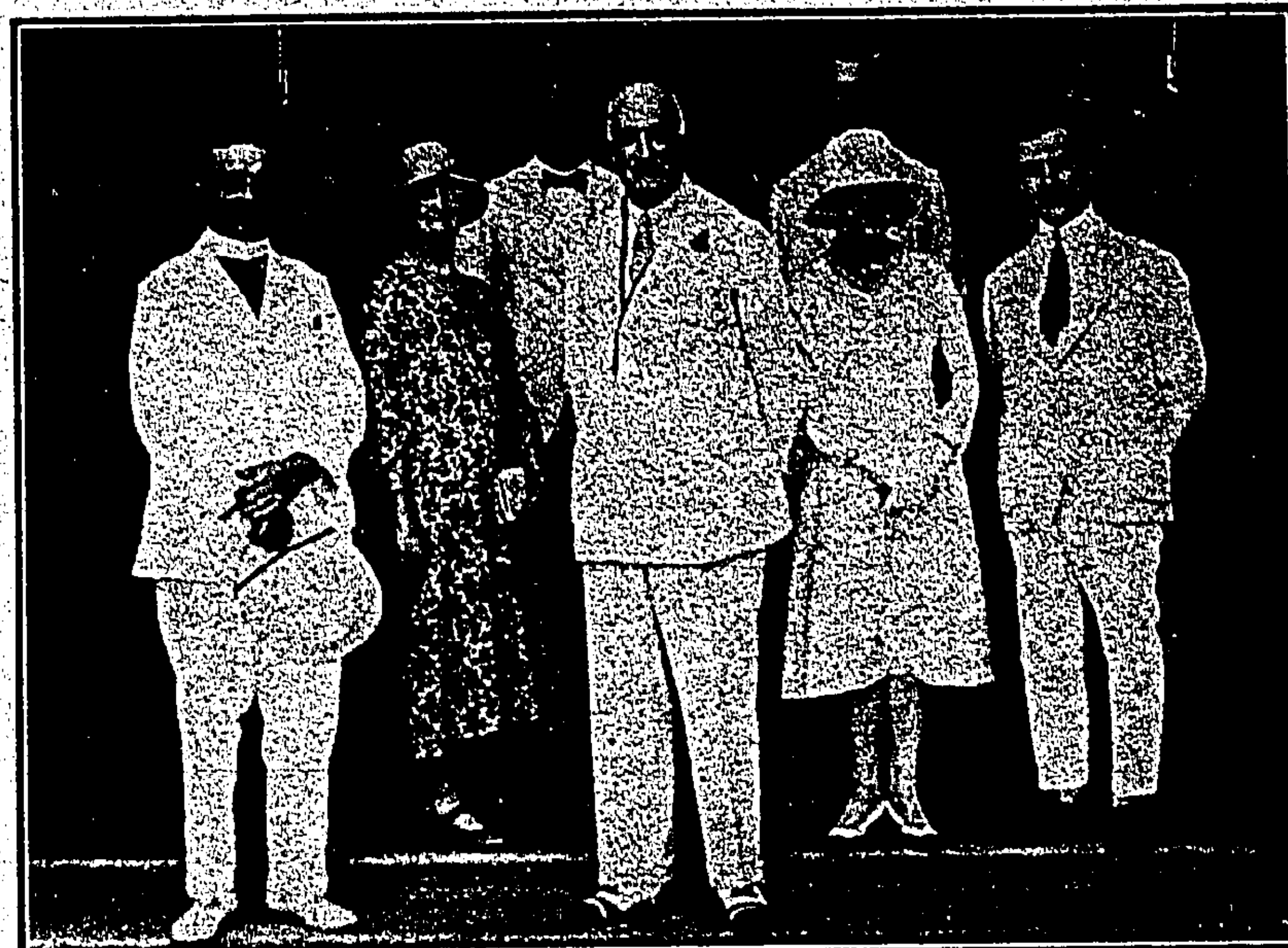
HONGKONG HOTEL GARAGE.
23, Queen's Road Central. and at STUBB'S RD.



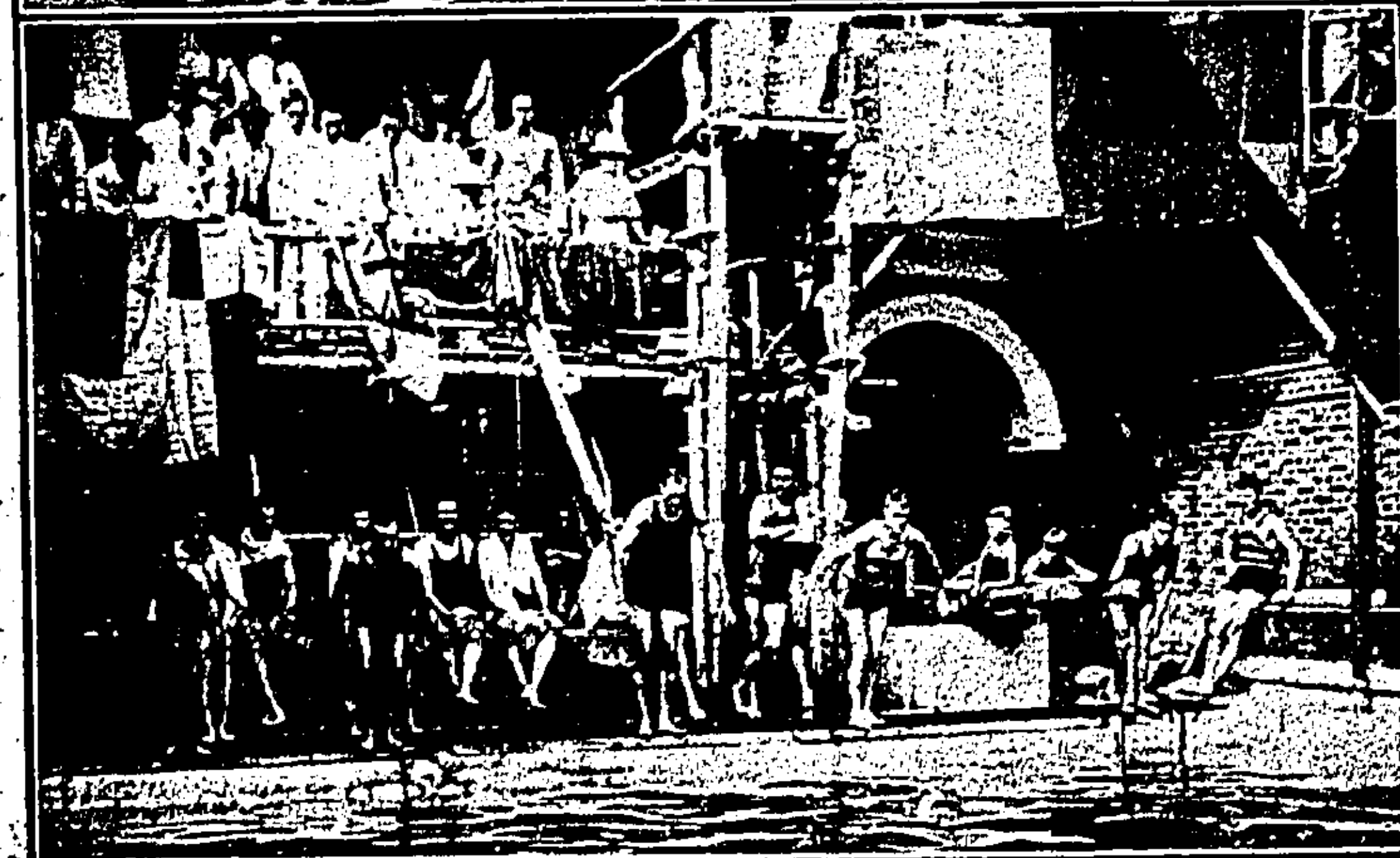
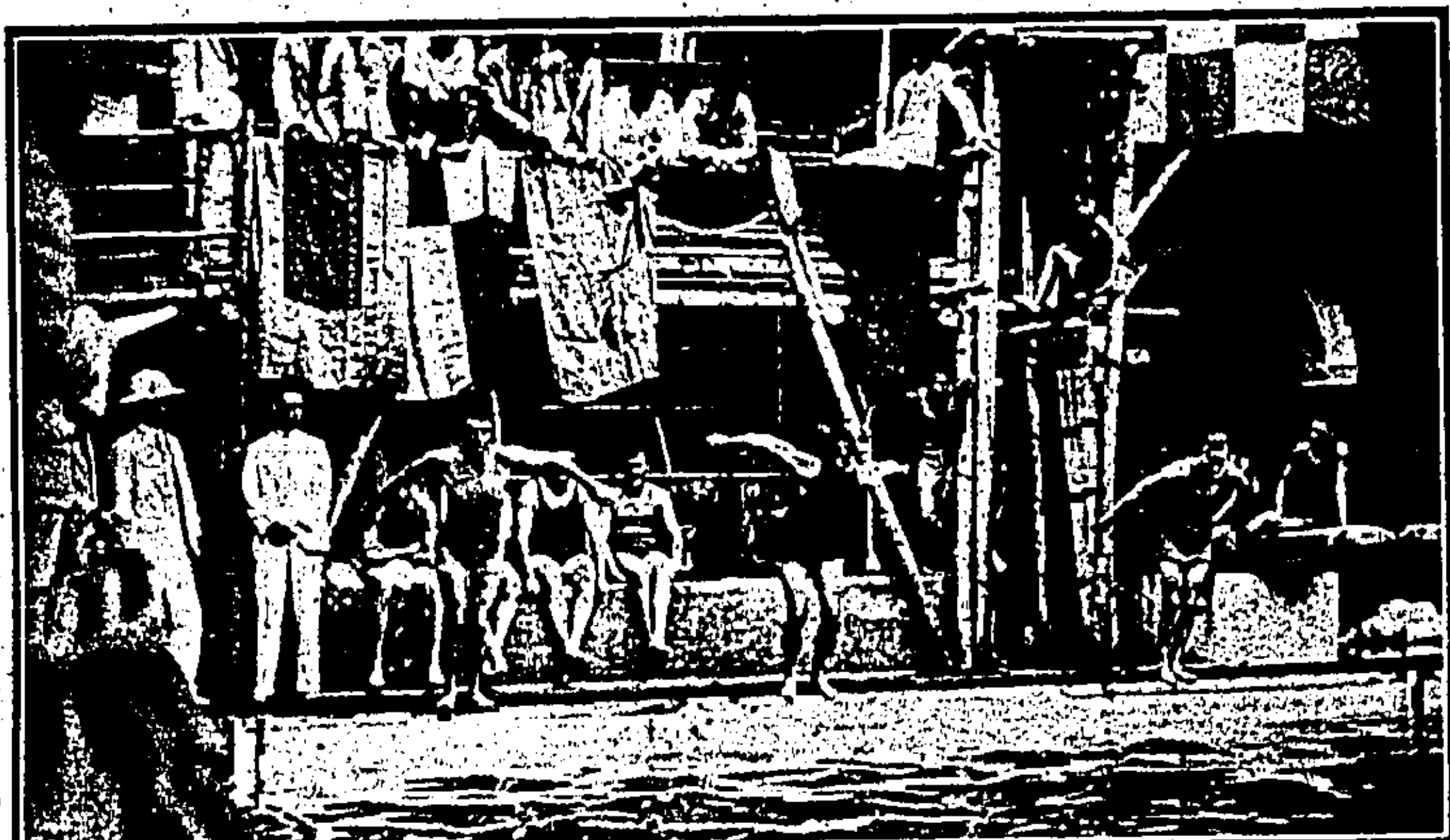
The s.s. Taiping, owned by the Australian-Oriental Line, Ltd., for whom Messrs. Butterfield and Swire are the local agents, was the first vessel to pass under the completed arch of the Sydney Harbour Bridge, on August 20th. She is seen on the left just after she passed through.



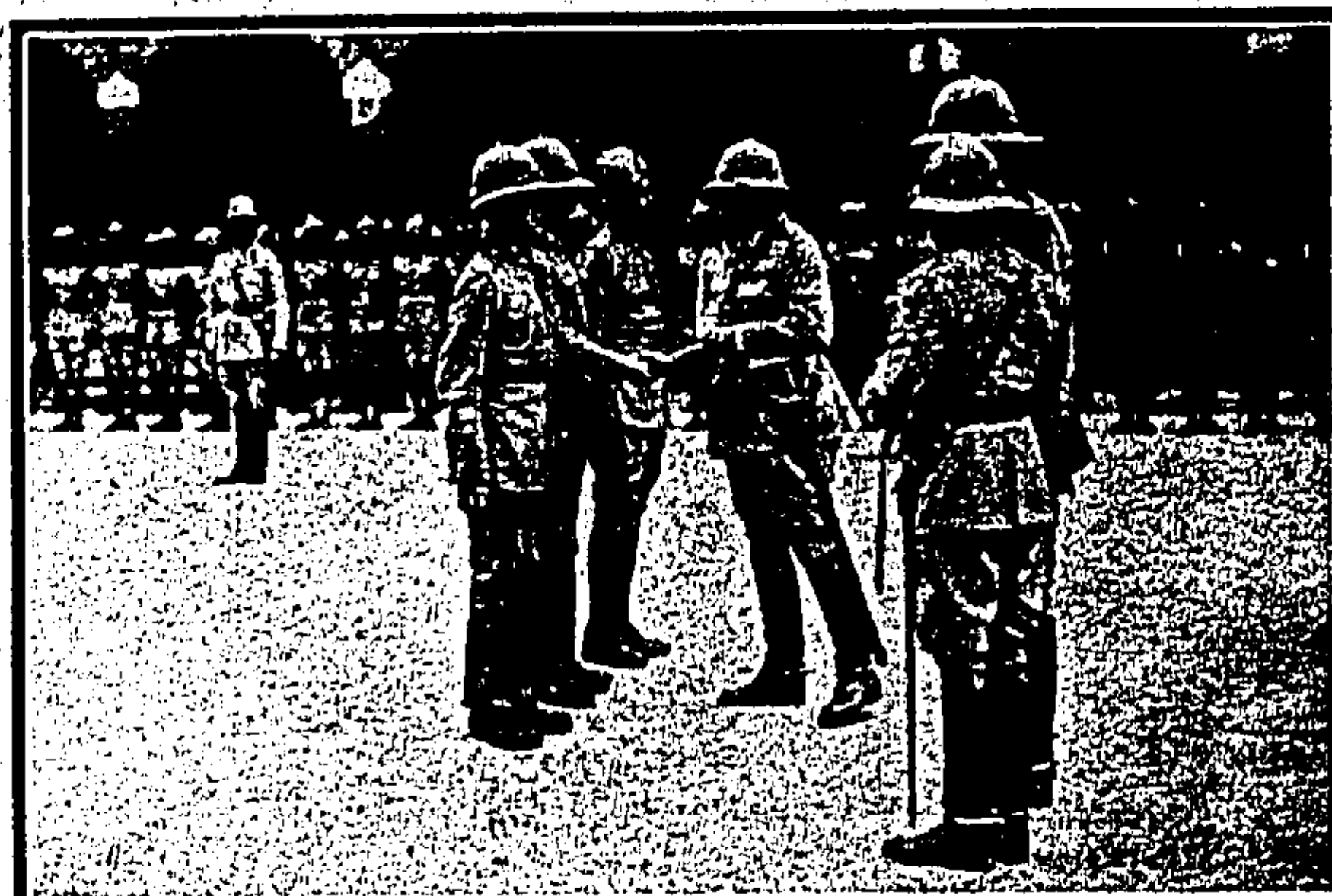
Miss Martha L. Root, who lectured on the Baha'i Movement under the auspices of the Hongkong University Union on Tuesday evening.



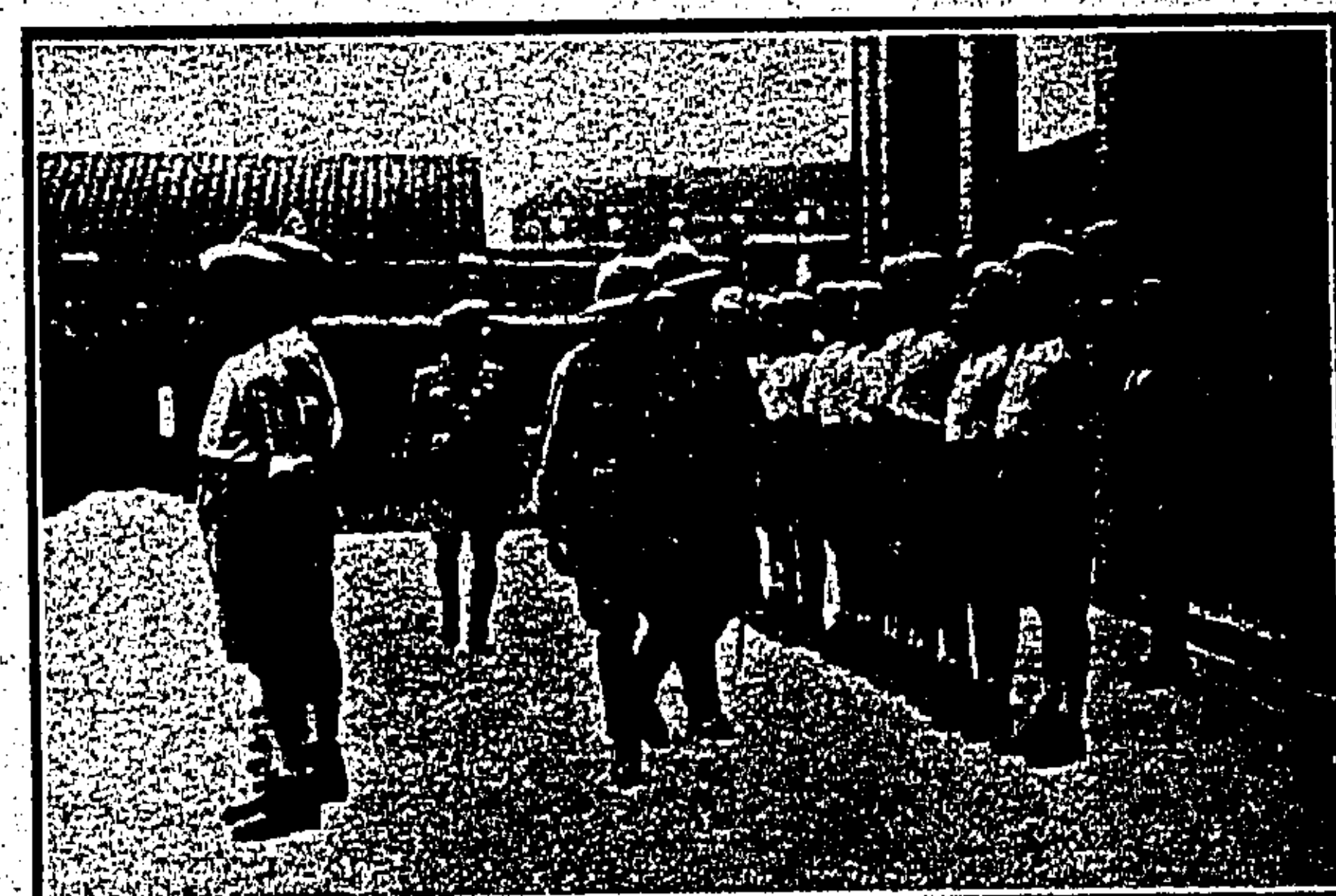
Group taken on the occasion of the recent visit by H.E. the Governor and Lady Peel to the Soldiers' and Sailors' Home. Left to right:—Back row: Mr. W. H. Edmonds and Mr. G. W. A. Tufton (H.E.'s Private Secretary); front row: Rev. J. C. Knight Anstey, Mrs. Anstey, H.E. the Governor, Lady Peel, and Mr. W. H. Smith.



The above pictures show the start of two of the events at the Police Aquatic Sports, held at the V.R.C. on Saturday. The function was attended by H.E. the Governor. (Photos: Mee Cheung).



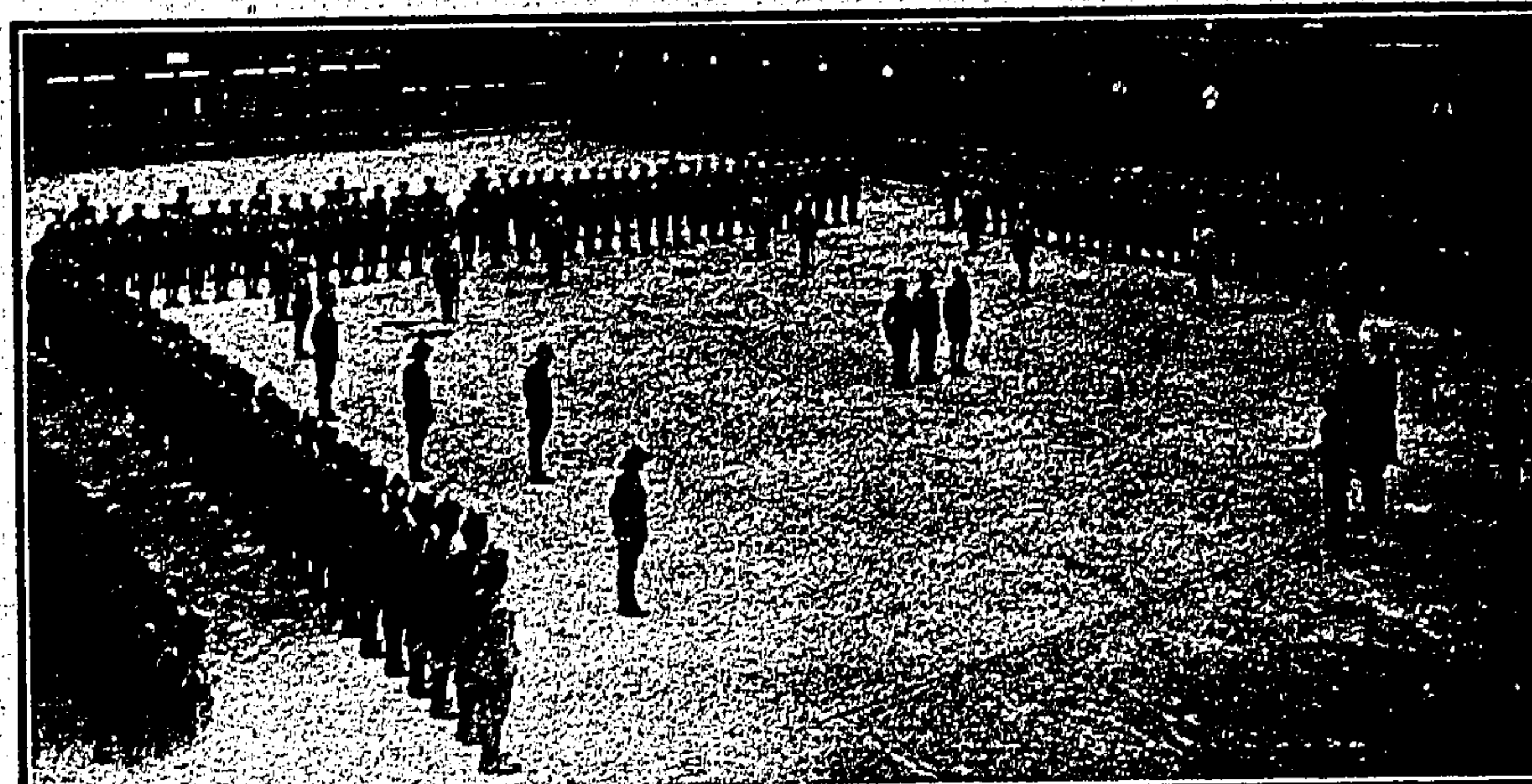
Major General Sandilands is here seen shaking hands with the recipients of good conduct and long service medals at Gun Club Hill, Kowloon, on Friday of last week. (Photo: Lee Fong Studio).



The G.O.C. inspecting Indian troops on the occasion of last Friday's visit to Gun Club Hill, Kowloon. (Photo: Lee Fong Studio).



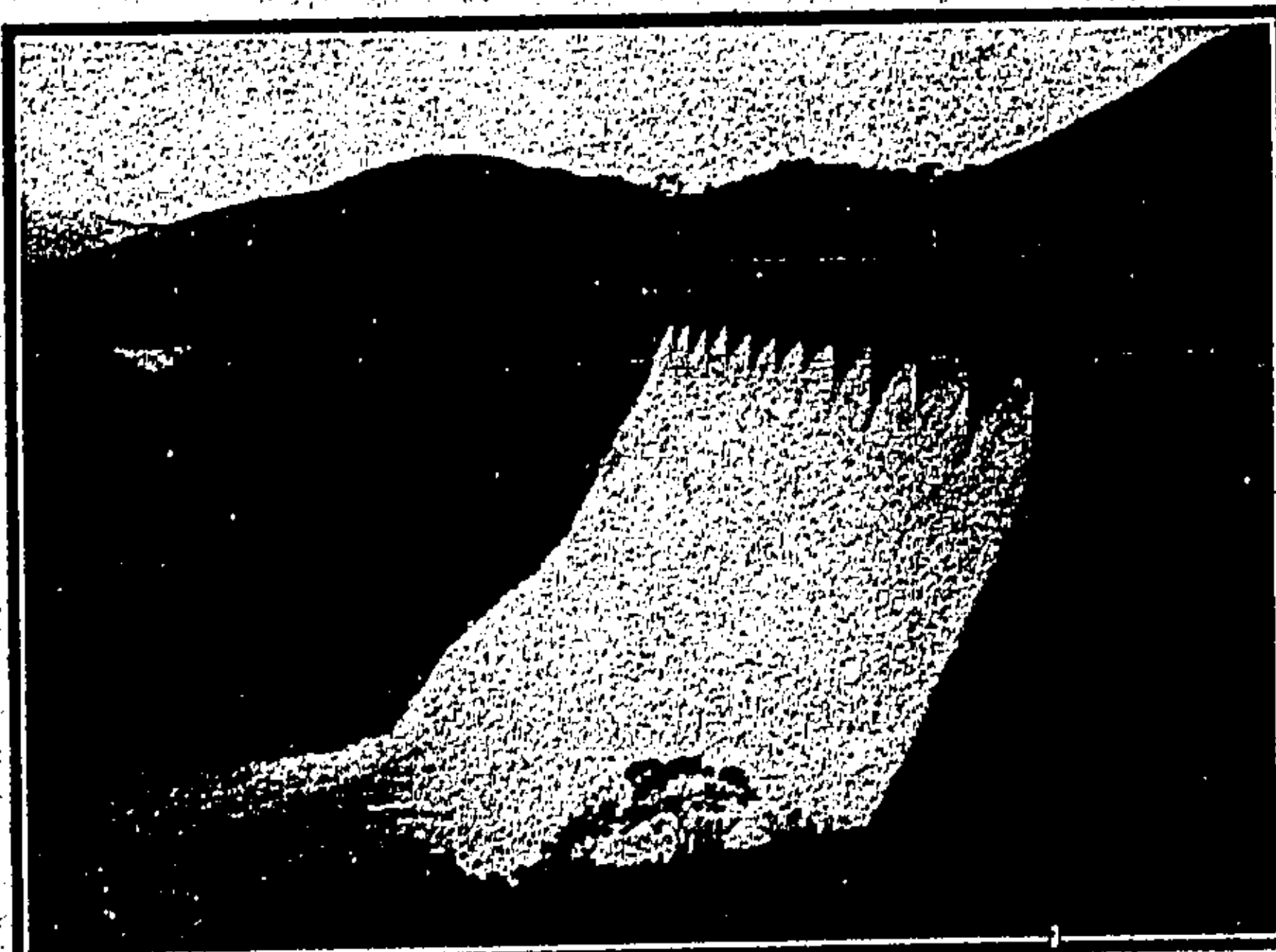
Major General Sandilands conversing with an Indian officer at Kowloon last week. (Photo: Lee Fong Studio).



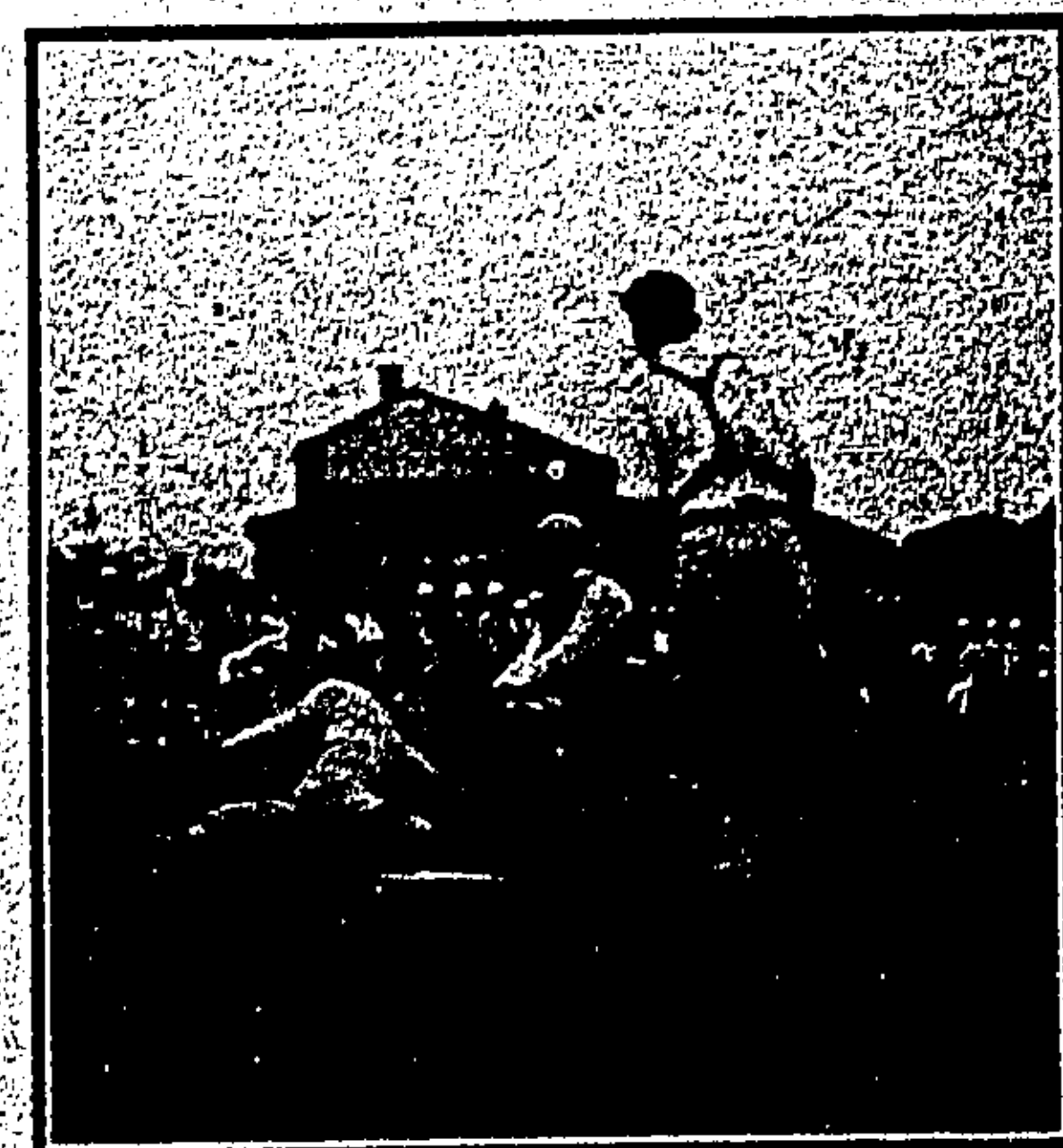
Troops of the Hongkong-Singapore Brigade R.A. drawn up at Gun Club Hill, Kowloon, last week when Major General Sandilands presented long service and good conduct medals to Master Gunner Lott, B.Q.M.S. Hill and Gunner Chet Singh. (Photo: Lee Fong Studio).



Group taken at the opening of the South China Motor-Shipbuilding and Repair Works, Ltd., at To Kwa Wan. The ceremony was performed by the Hon. Mr. R. H. Kotewall, who is seen on extreme left. (Photo: Mee Cheung).



This striking photograph, taken on Wednesday, shows Tytam Tuk overflowing for the first time for several years. (Photo: Mee Cheung).



A lively moment in the baseball match between the Filipinos and the Kiaorus on Saturday, when the former registered their first win of the season. (Photo: Lee Fong Studio).

WHAT INDIA'S PRINCES WANT. CLOSER RELATIONS WITH GREAT BRITAIN.



Here are three of the Indian Princes now in London negotiating for a closer relationship with the British Government. Above, at the left, is the Nawab of Bhopal, photographed at the time of his installation on his throne. Below is the Maharajah of Patiala, and at the right are the Maharajah of Nawanagar and Sir Leslie Scott, British lawyer who is representing the Princes in their negotiations.

The numberless semi-independent Princes of India are beginning to be glad they are part of the British Empire, after all. They are beginning to be afraid of the native agitation for independence and self-government that is sweeping India. So a commission of replegent, turbaned Maharajahs is now in London seeking to strengthen the relationship between His Majesty's Government and the native thrones of India.

The present conferences are proceeding with much concord and enthusiasm on both sides.

India is full of small native states ruled by Princes. Approximately a fifth of India's vast population, and a third of its area, lies in these states. The Princes that rule them are nearly independent. They collect their own taxes, run their domains to suit themselves, keep their own armies and pay little or no attention to the rest of India. Only two restrictions are placed on them; they cannot have foreign relations with any other states or powers, and they cannot go to war. In addition, the

British Government maintains at most of these courts a sort of unofficial adviser, who makes tactful suggestions that prevent friction.

These native Princes have sent four of their number to London to discuss new and stronger relationships between the small states and the British Government. These delegates are the well-known Sir Har Singh, Maharajah of Kashmir; the Maharajah of Patiala; the Maharajah of Nawanagar, better known as Ranji, a former cricket player of note; and the Nawab of Bhopal.

Specifically, they want these three measures:

1—An Indian states council, composed of the Viceroy, two Englishmen, the head of the political department of India and three native Princes.

2—A Union council, which should be the supreme executive council for all of India and should consist of the state council and the Viceroy's Executive Council.

3—A court of arbitration, to consist of three judges, appointed by Great Britain, to sit in India permanently and settle suits be-

tween native Princes and the Indian Government regarding princes' treaty rights and hereditary claims.

This does not look very significant to an outsider. Under the surface, however, it means a good deal. The Princes are not so much trying to protect their rights against possible encroachment by the British Government as they are trying to ward off the possibility of a wider self-government for the rest of India. The famous Simon Commission recently made recommendations for increasing participation by natives in Indian Government, and the Princes fear that their own rights may be infringed upon if their own subjects are given too many privileges.

Incidentally, drab London gets a touch of colour from the presence of these rich Princes. They go through the streets in their gay turbans and flowing robes, wearing real emeralds for buttons and surrounded by obsequious attendants in bright-coloured uniforms.

ROMANCE OF PEERAGE. Canadian Rancher Wins Earldom.

Behind the seeming humdrum court decision that Frederick Joseph Trevelyan Perceval was entitled to the estates of the ninth Earl of Egmont the other day, lay as romantic a story as has been told in British Courts in many a moon. There was not only romance in it, drama in it, but the stuff for a first-class novel about the peerage.

Get the setting: a dull courtroom into which the bright sunshine filters with difficulty. Up on the bench sits Mr. Justice Eve in his long full-bottom white wig. Below at green tables sit grey-wigged barristers.

Rancher Gets Title.

Near one group of them sits Perceval, a hard-bitten, weather-beaten man, who for 25 years had been a rancher in Alberta, a Canadian seemingly settled there for life and satisfied with his fate. Then came a cable from London apprising him of the death of the ninth Earl of Egmont and the probability that he was entitled, not only to the title, but to the estates.

With his son, a 15-year-old boy, who had grown up in the rough, free life of the plains and

Lancashire, an old, white-haired man of 74, who had once been an optician and was now a poor man, drawing an old-age pension from the State. No lawyer had taken his case. He appeared for himself.

Lawyers for the other side said the Egmont title was an Irish one created in 1733. It was accepted on all sides that, when the ninth earl died in January, 1929, the whole of the male line on that side of the family came to an end. One of the younger sons of the second earl—Spencer Perceval—became Prime Minister of England. The rancher, Frederick Perceval, was a direct descendant from the man who had been Premier and had been held to be the rightful holder of the title and estates.

Pownall's Claim.

Then old Pownall got up to present his case. He said he did not claim the Earldom, because he could not inherit through the female side of the family. But he did claim that there was really no Earl of Egmont now and that the estates should come to him.

"The first Earl of Egmont, said he, 'had one son and two daughters. In 1736 that son married Lady Catherine Cecil, daughter of James, Lord Salisbury. Of this marriage there was born a son, Philip Tufton Perceval, in 1740, and from him I claim descent. For some reason, when he grew up, he was turned out of his home. He went into the Navy and at the age of 22 he had command of the greatest warship of the age.

'He died in 1795, still in the service and entitled to be the heir. In 1790 he had married Catherine Hennessy, a poor and pretty comedienne. His wife signed the marriage certificate with a cross, evidently being unable to write her name. That woman was my great-grandmother.

Father Told the Story.

"My father was a poor shoemaker. Sixty-six years ago he gave me this book which I hold here, an old and much-stained life of the Right Honourable Spencer Perceval, Prime Minister of England. My father said to me:

"Robert, always keep this book. When you grow up look up the family history. There are great titles and estates to which we have the rightful claim. This Spencer Perceval was my grandfather's brother. In 1800, when my mother was only seven, two grand ladies in a coach and four came to her humble lodgings where she lived with her mother, who had been the actress.

"They said they were the sisters of the Prime Minister and my grandfathers. They wanted to see their brother's widow and daughter. They offered to take the daughter—my mother—bring her up in accordance with her rightful station and ultimately leave



the cattle ranches, the sturdy Perceval set out for an England that was a strange world to him—its manners, its customs, its life. He had three hurdles to jump:

First—he must prove his right to the Earldom.

Second—he must prove his right to a seat in the House of Lords.

It was enough to make the simple rancher pinch himself to see whether he was really awake. When he jumped the first hurdle and was declared the rightful tenth Earl of Egmont, he began to sit up and take notice. When a Master in Chancery said he had a right to the estates, he saw there was something in the day-dream after all.

Another Claimant Appears.

But before this second decision was confirmed, things must come before Mr. Justice Eve, because there was a claimant, not to the Earldom, but to the estates. In the courtroom for the first time the new Earl saw the man who denied his rights to the rich estates. He was Robert Pownall of

Always up to FORM



TO be always "in form" is more than a matter of muscular energy. The greater need is nervous vitality.

Nourishment is the only source both of muscular energy and nervous vitality. When you are "out of form" the cause is due to failure to supply your body and nerves with sufficient nourishment.

Your daily dietary does not supply sufficient for your ordinary needs—much less to create a reserve of vitality upon which you can call at times of special effort.

Make "Ovaltine" your daily beverage, for it supplies, in an easily digested form, just those vitalizing and building up foods essentials which give strength and vitality.

The constituents of "Ovaltine"—malt, milk and eggs—explain its wonderful properties. These best of Nature's Tonic Foods are especially rich in the important food elements which create energy and nervous vitality.

You will always be "up to form" if you make "Ovaltine" your daily beverage.

A. P. B. 3

OVALTINE

TONIC FOOD BEVERAGE

Builds-up Brain, Nerve and Body

their property to her. But they offered nothing to my poor grandmother. The latter refused to part with her child. She said while her husband, the distinguished naval officer, was alive they refused to recognize him because he married beneath him. Now they could not have his child."

The judge said Pownall had sought to establish a great many things which could only be established by what he himself said. There was not sufficient evidence to prove whether his claims were true or not, but in any case they were barred by statute. Decision was, therefore, given for the rancher earl. Pownall's application was dismissed with costs against him. The old man protested against this financial bur-

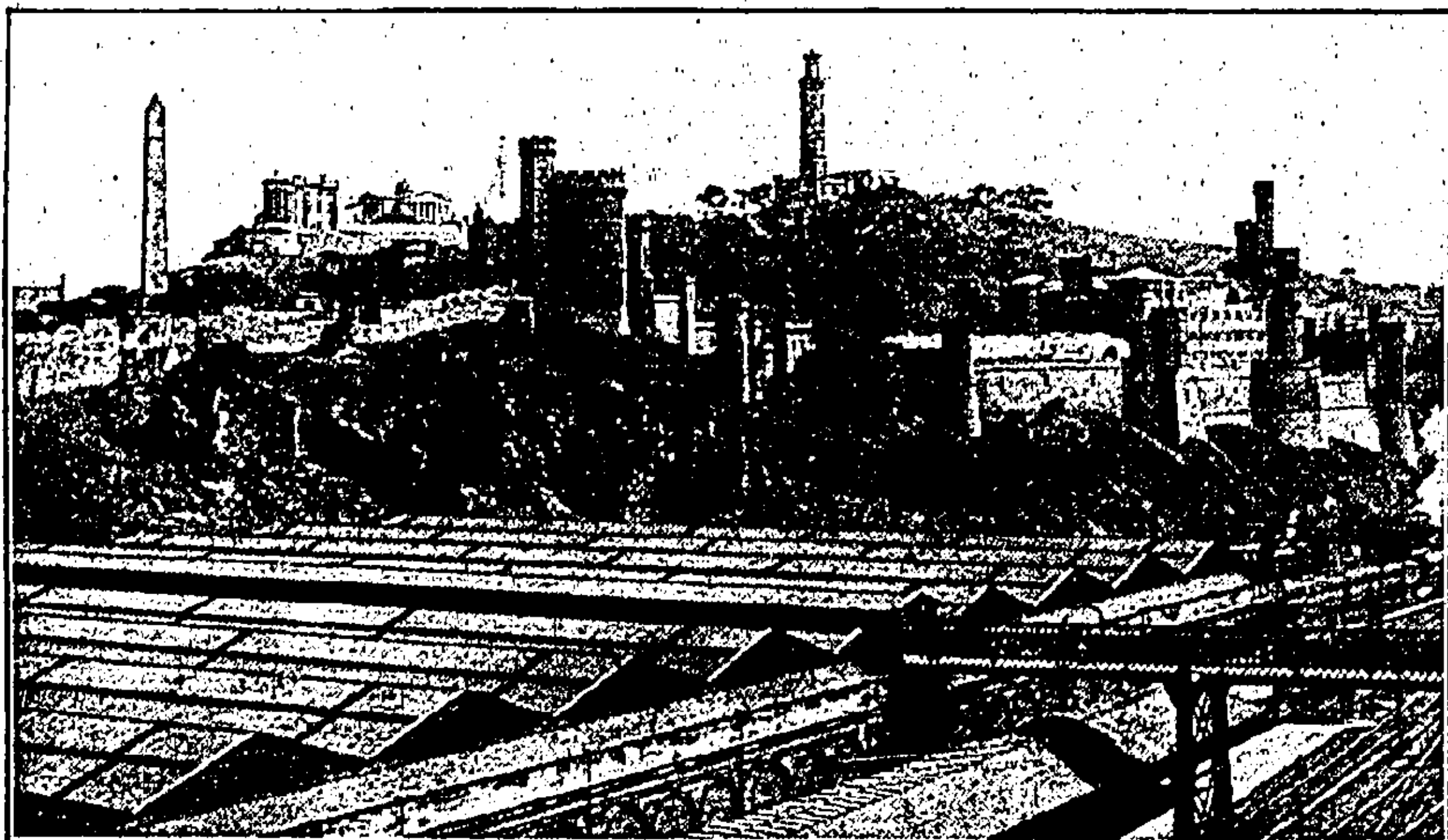
den being placed upon him. The judge replied that he must order the costs against him, but the other side, in view of the circumstances, might relieve him of this burden.

Will Sit with Lords.

There is now only one more step to be taken. The rancher Earl will apply to the proper committee of the House of Lords for permission to take his seat in that august body. This will follow almost as a matter of course, in view of the two proceeding Court decisions.

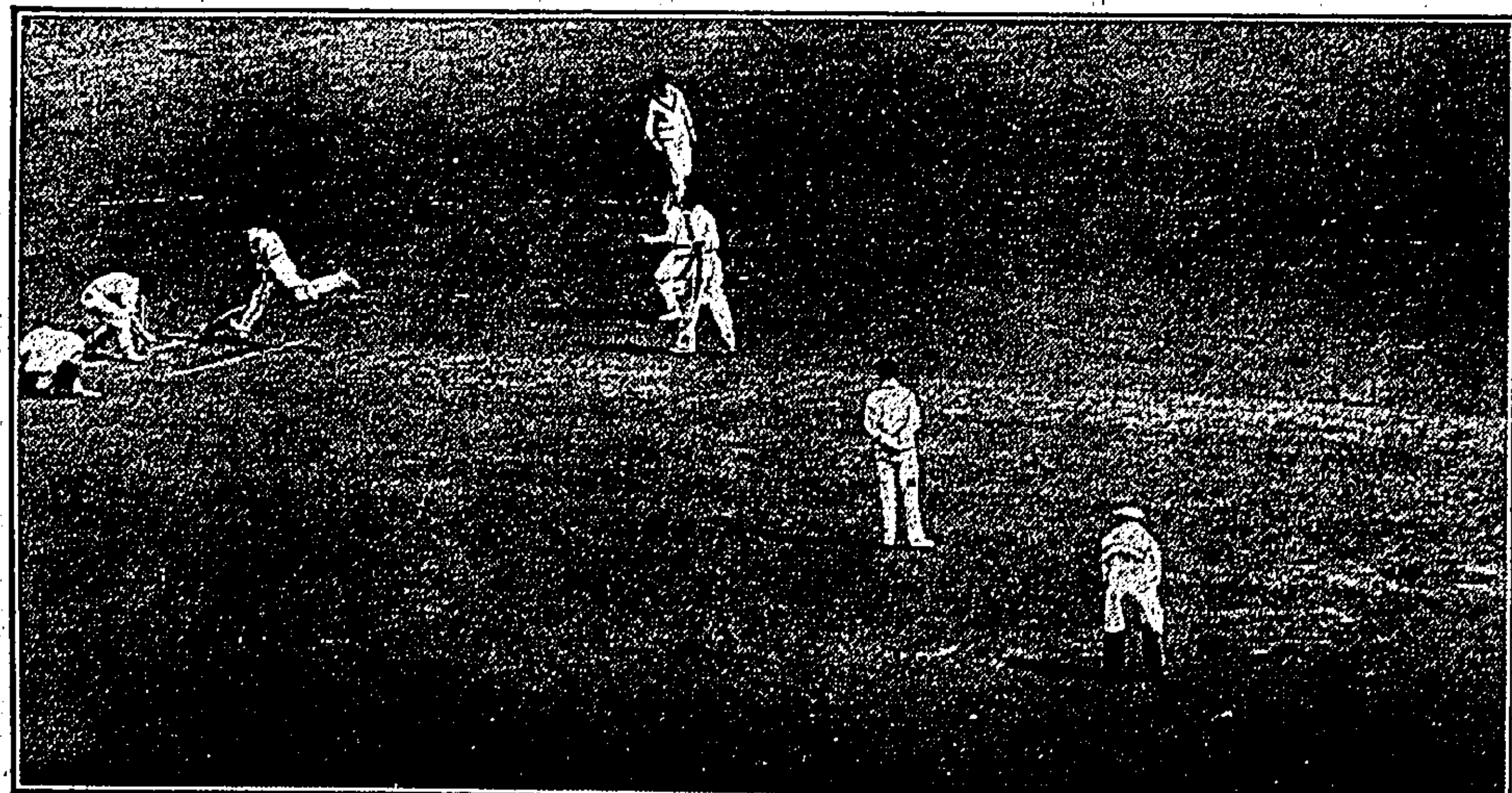
The dream will have come true. The fifth act will have been written. The Canadian rancher will sit on the red velvet seats where the peerage sits when Parliament is in session.

EDINBURGH: THE GAOL SITE.



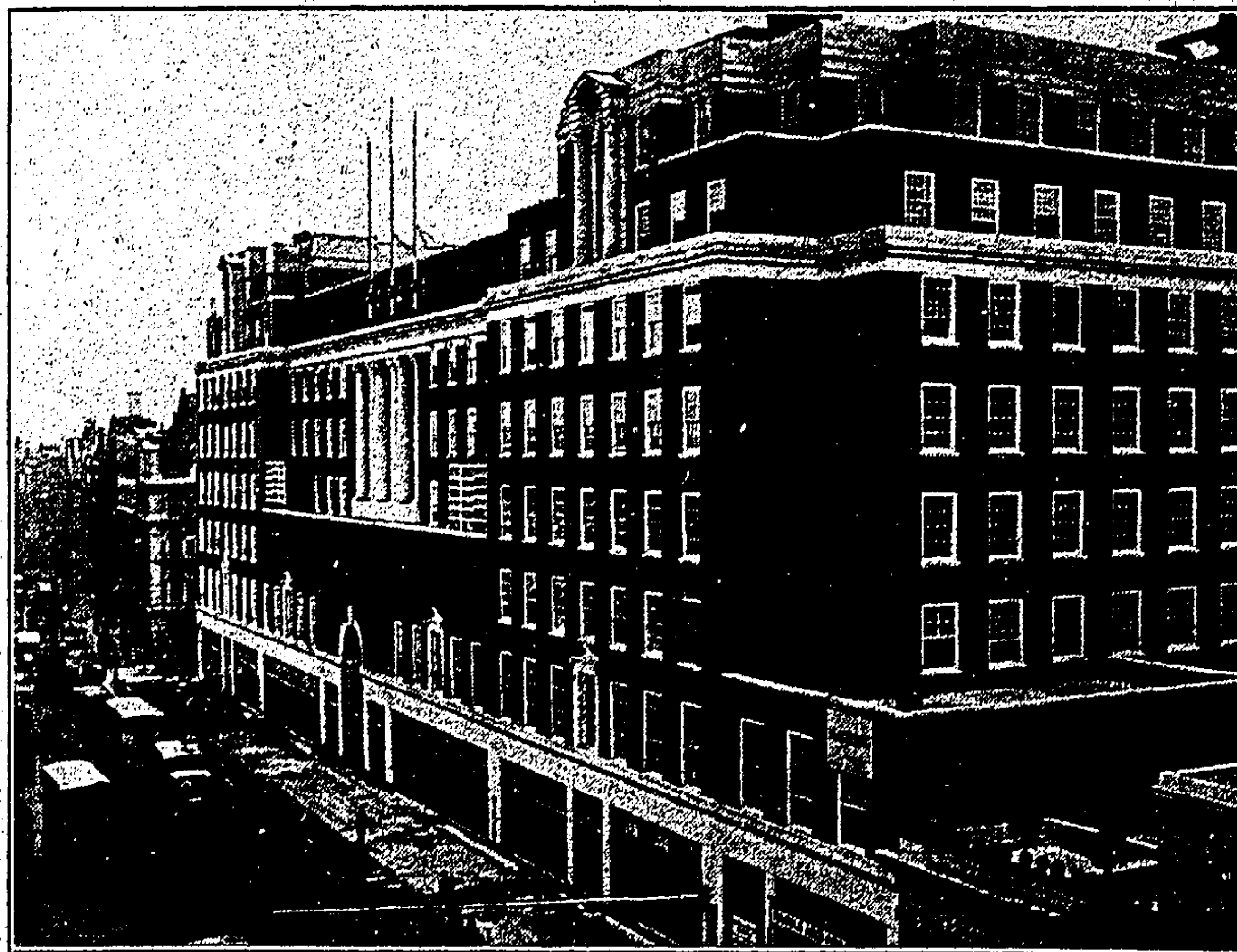
Our picture shows a view of Calton Hill, showing the gaol site, which is being cleared, and, behind, the monuments which, with the hill's commanding position, have earned for it the name of "the Acropolis of the New Town." (Times copyright).

THE FINAL TEST MATCH.



Our picture shows an incident during the fifth and last Test match between England and Australia at Kensington Oval, London, when England were all out for 405 runs, of which Hobbs (seen on the left) scored 47 and Sutcliffe 161. (Times copyright).

MODERN LONDON ARCHITECTURE.



Our picture shows Hereford House, near the Marble Arch, designed by Messrs. Joseph and George Grosvenor. It is an example of a very large building of brick. (Times copyright).

Dressing Up for Romance



I. a brown tailored jacket trimmed in white fur lends chic to this brown chiffon dinner gown.



II. blue and white polka dots add new smartness to these tailored pajamas.

by Julia



III. beige gabardine jodhpurs, a yellow gilet and a white blouse make these colorful riding togs.



IV. this black faille evening ensemble is trimmed with rows of fine black tulle.

Claire Luce of the stage and screen posed for all the illustrations on this page. . . . The costumes are from Lucien Le-long. . . . the jewels from Mau-boussin.

IT'S a wise girl who goes in for atmosphere this season. You may not have realized that this is the year par excellence to be what you've pictured yourself in day dreams.

It is a year, indeed, to make these day dreams of your loveliness come true. Certainly you can find apparel this year that will give you atmosphere enough to really be what you have that yen for. Charm, beauty, perfect poise, flattering colors, these are attainable in profusion.

In fact, you carry your atmosphere with you, if you so desire, this season. You will have so much glamour about you that it will spread itself, like a great cloud of glory about you, in front of you and behind you, so that everyone who sees you will marvel and remember. What more can a girl ask?

A SINGLE frock, the psychologically perfect one, can lift you into that luxury class that has atmosphere. A wardrobe filled with these costumes, such as dreams are made of, will establish you as a tremendous success among your friends who know you well, but now will fear you.

In fact, the clothes this year are so captivating and ravishing that if you choose rightly every woman will envy you and every man pay court. That is the test of your appearance.

Most of you girls may work, since practically everyone does work, either from necessity or from choice. You will want suitable things for the office. But should your life end there? Should you not broaden your daytime activities with the pattern of nights spent dancing with the men you like, dinners with friends, week-ends of house parties where you will meet culture, art and congeniality?

Use your imagination and pick a few clothes that will give you the atmosphere you want, the standing that will get you into the crowd you like best.

I. FOR the first formal dinners, you should have a little tailored jacket with your dinner dress. One of the new ruddy browns, trimmed with either real ermine or white lapin is elegant.

The dinner gown is of brown chiffon, made with a heart-shaped neck and an ankle-length even skirt that flares from a high hip-line, a new form of fullness. The little jacket fits jauntily and flares out all around. The sleeves are the new three-quarters, and, of course, gloves reach up over the elbow.

With this a neckline is more appropriate than a long pendant necklace and perhaps a brooch to match at the front of the gown. If you wear a bracelet, it should match and be worn over the glove.

II. WHEN you need pajamas, for instance, you might choose a tailored pair that gets its charm from being almost naively simple. Such a suit is made of polka dotted blue and white crepe de chine, with a white blouse and blue sailor's tie. The coat can be plain or dotted.

III. YOU should try riding, if you haven't already, for a canter in early fall puts the spring into your spirits.

Be original in your togs. How about a nifty pair of jodhpurs made of beige gabardine, topped by a Colonial gilet, sleeveless, of course, made of yellow woolen flannel? The white blouse is of a satiny crepe called flot de cune, and has its own stock and tie.

IV. THE newest winter medium for formal gowns or ensembles is the heavier fabric. Faille silks, brocaded satins, metallic brocades, these are of first-water importance and if you are in doubt, choose one of the three.

Black is excellent for evening, especially for formal wear. A black faille ensemble, trimmed with black tulle, is a regal outfit for you to select.

It has a most enchanting gown, one with a low flounce made of rows of fine tulle and just a small band of the tulle outlining and softening the formal décolletage. The coat is a little dolman, made with shirred flouncings and a collar that stands high in the back and is cut in one with the body of the coat.

With this a gleaming pendant, perhaps pearls, diamonds, and a cabochon colored jewel is perfect. And, of course, a bracelet and ring, if you can afford to add these touches.



V. broadcloth in an aquamarine shade is used for this flattering coat with its gray fox collar

V. FOR early autumn days, you should have a warm outfit, but not necessarily a dark one. There are richer shades to be worn when the snow flies. For the first cold touches you might still delight your fellow creatures' eyes by sponsoring a femininely delicate ensemble.

Such a flattering one is of aquamarine blue, with the coat made of broadcloth, soft, gleaming broadcloth, and the frock of crepe in matching shade. The coat has two very new features, a belt across the back and a semi-fitted front that buttons up double-breasted.

The sleeves have a graceful cuff, one that has scalloped edges which almost but not quite meet each other on the outside. The collar of gray fox is attached around the neck, but the ends swing loose when it is fastened under the chin.

The frock under it has its long sleeves decorated with fine linen cuffs and a collar of the same. The felt hat has only a little self-banding, tied in front in a bow.

Since fur collars are much lighter and fluffier than they were last year, letting their voluminous appearance give way to a less massive effect, this fox collar meets the new vogue perfectly. The fact that the coat uses cuffs of its own material tends to enhance further the collar by giving it a background unbroken with other trimming.

VI. EVERY one of you should have a romantic evening dress. If you are fair, you can do no better than stick to the soft pinks or blues or dead white. And there are certain features about the season's evening things that you will do well to watch. Square necklines are good, fitted bodices and hips, skirts of even all-around length, to the floor or easy for dancing.

An exquisite new gown is made of light pink tulle, with several layers of the tulle making a princess body-line and the long, flaring skirt ending in curved beauty. With this crystals are excellent, though, of course, diamonds are just right if you happen to be one of the envied minority who have them.



VI. pink tulle fashions this romantic evening dress with a princess body line, flaring skirt and square cut neckline.

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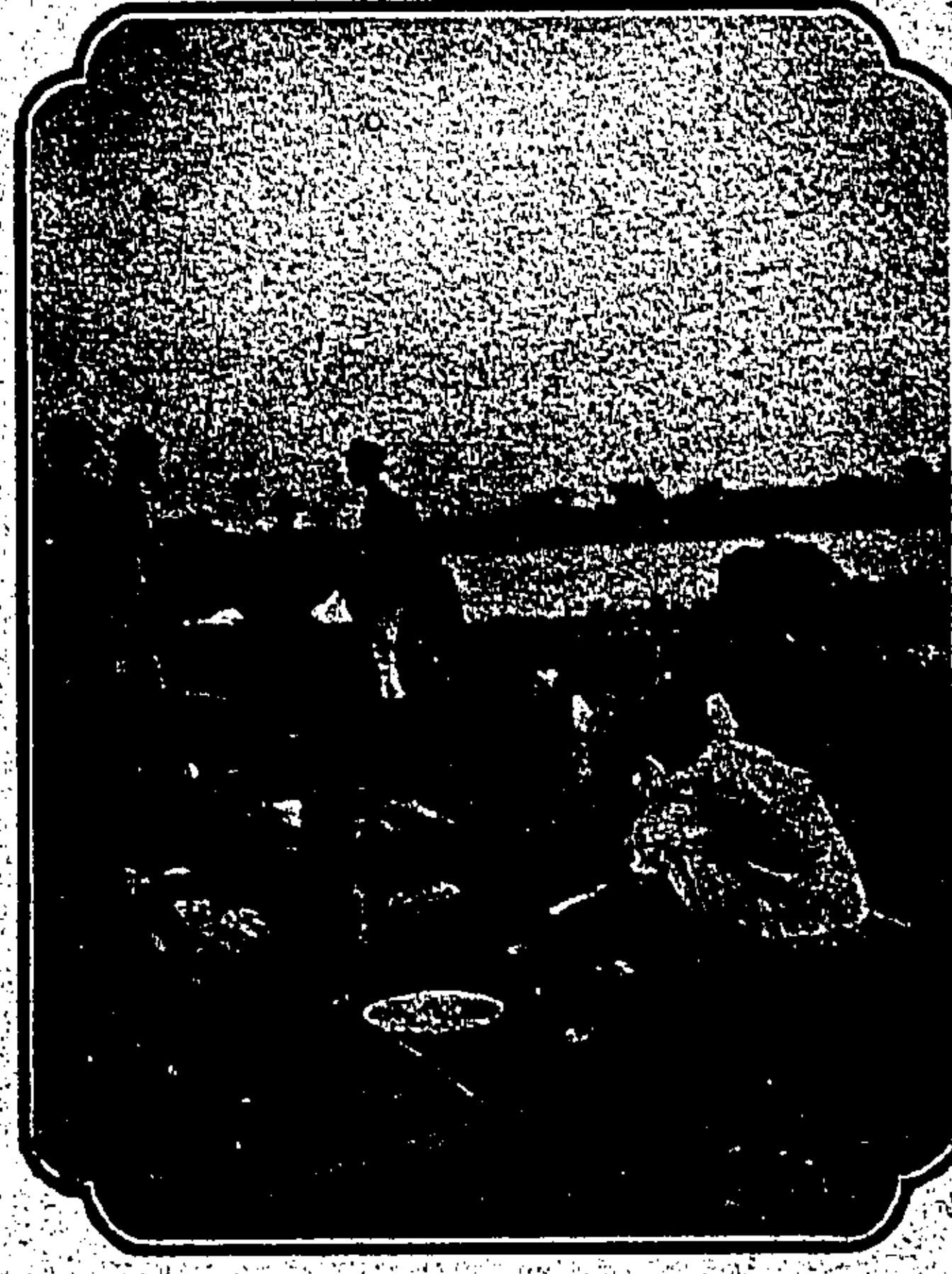
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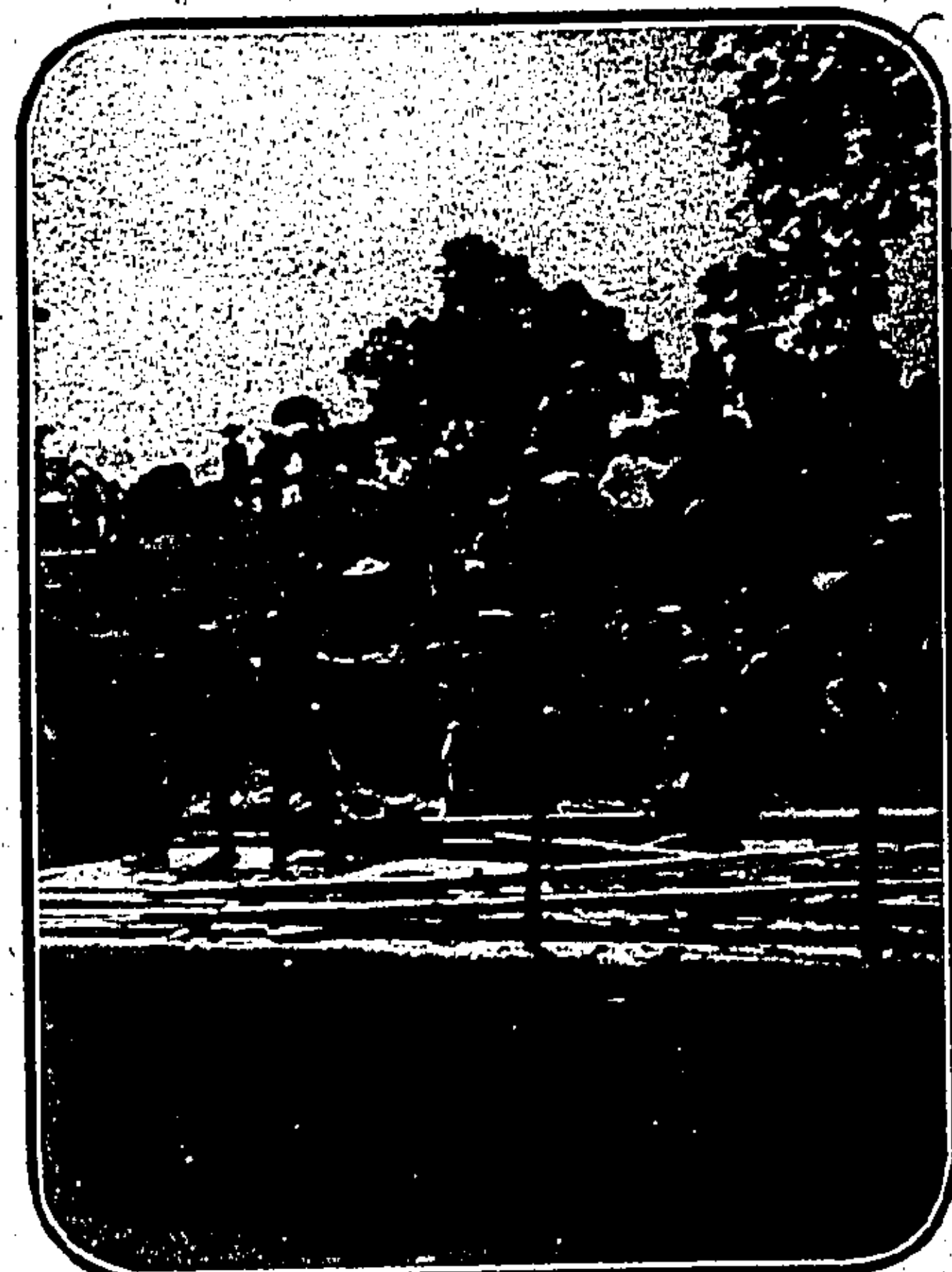
Above are seen some of the wounded Yunnanese troops sheltering from the rays of the sun outside the city.



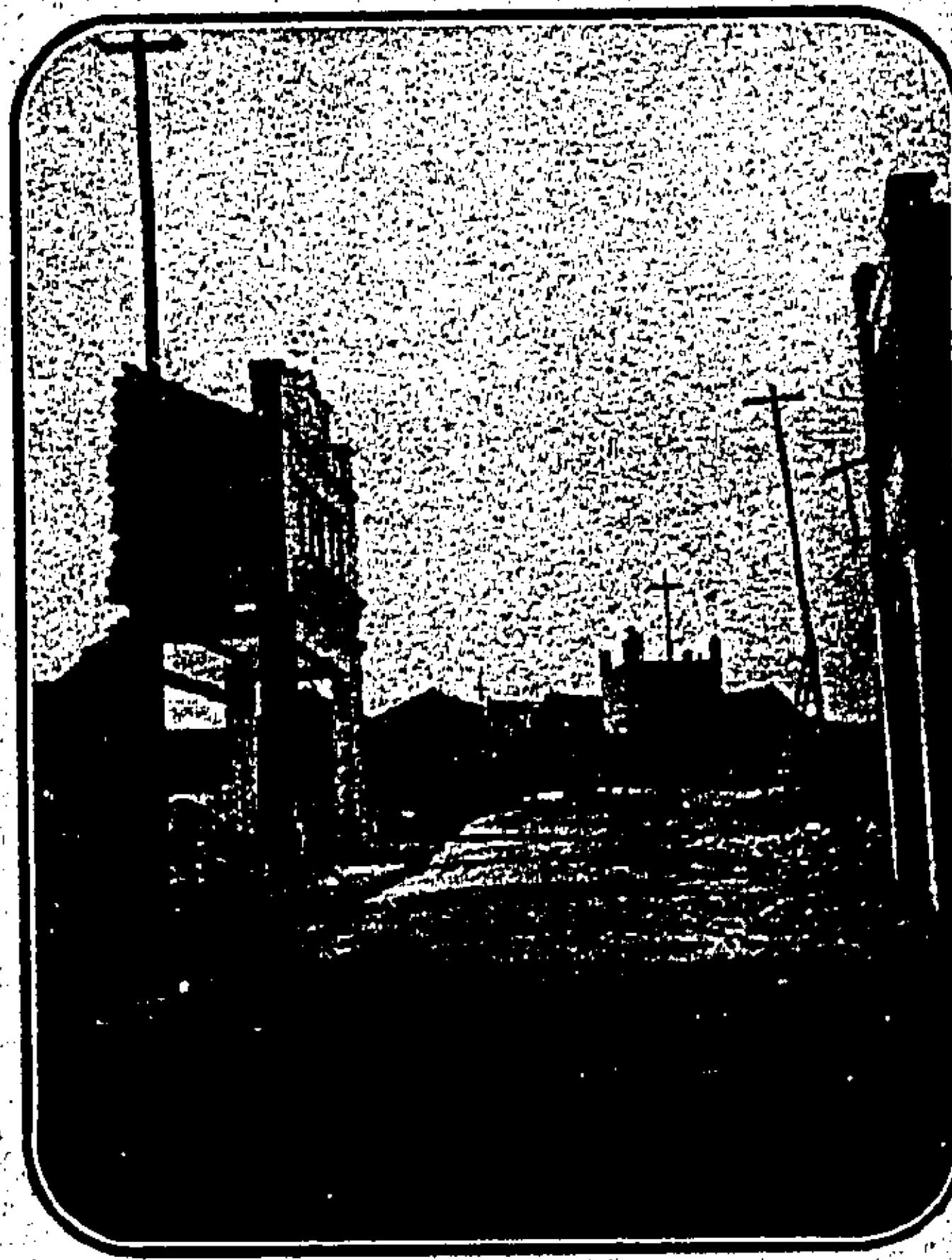
This little lad of 13 years is a combatant in the Yunnanese force. He draws the full pay of a regular soldier.



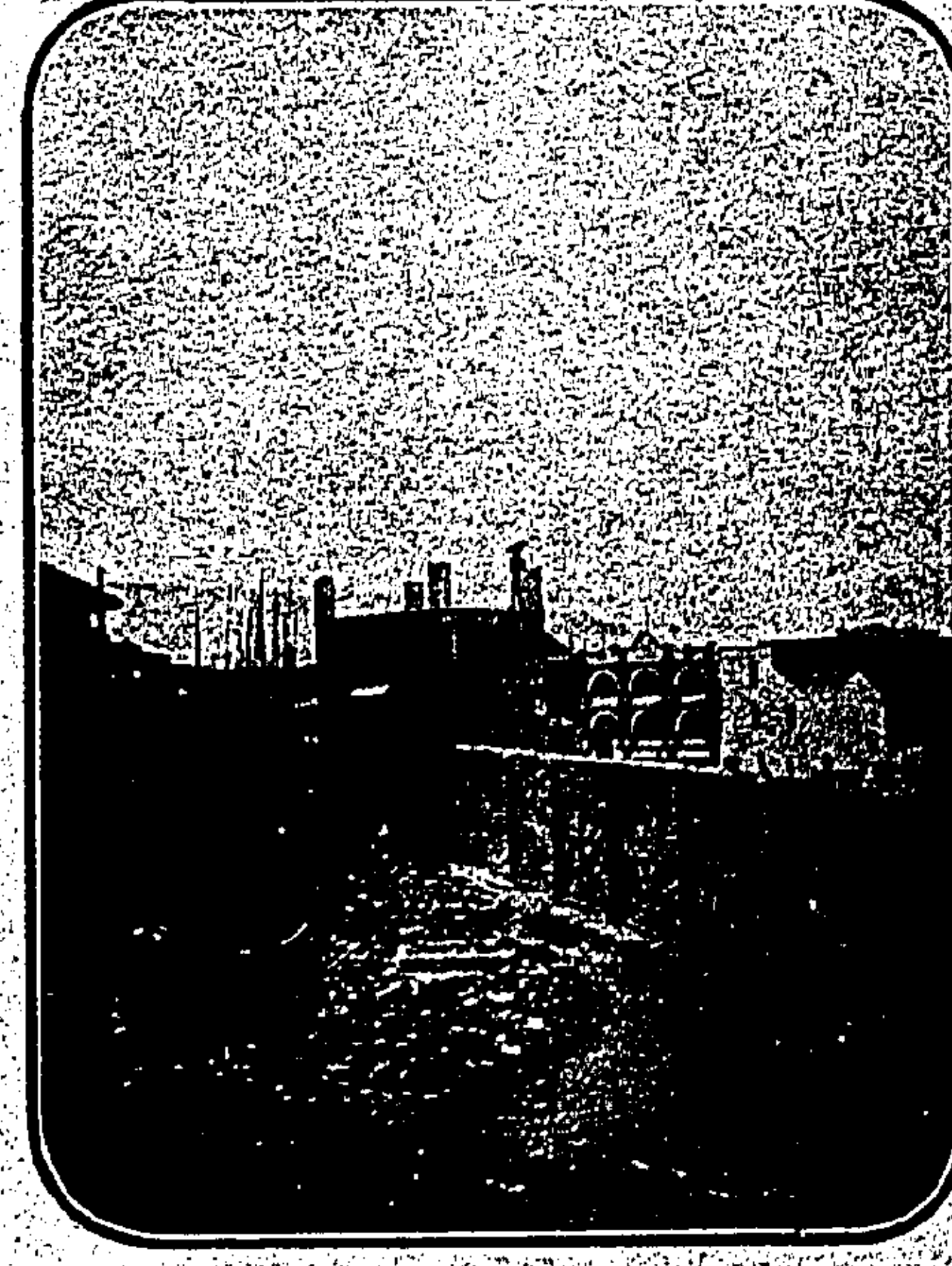
Some of the wounded Yunnanese soldiers are here receiving treatment on the river bank.



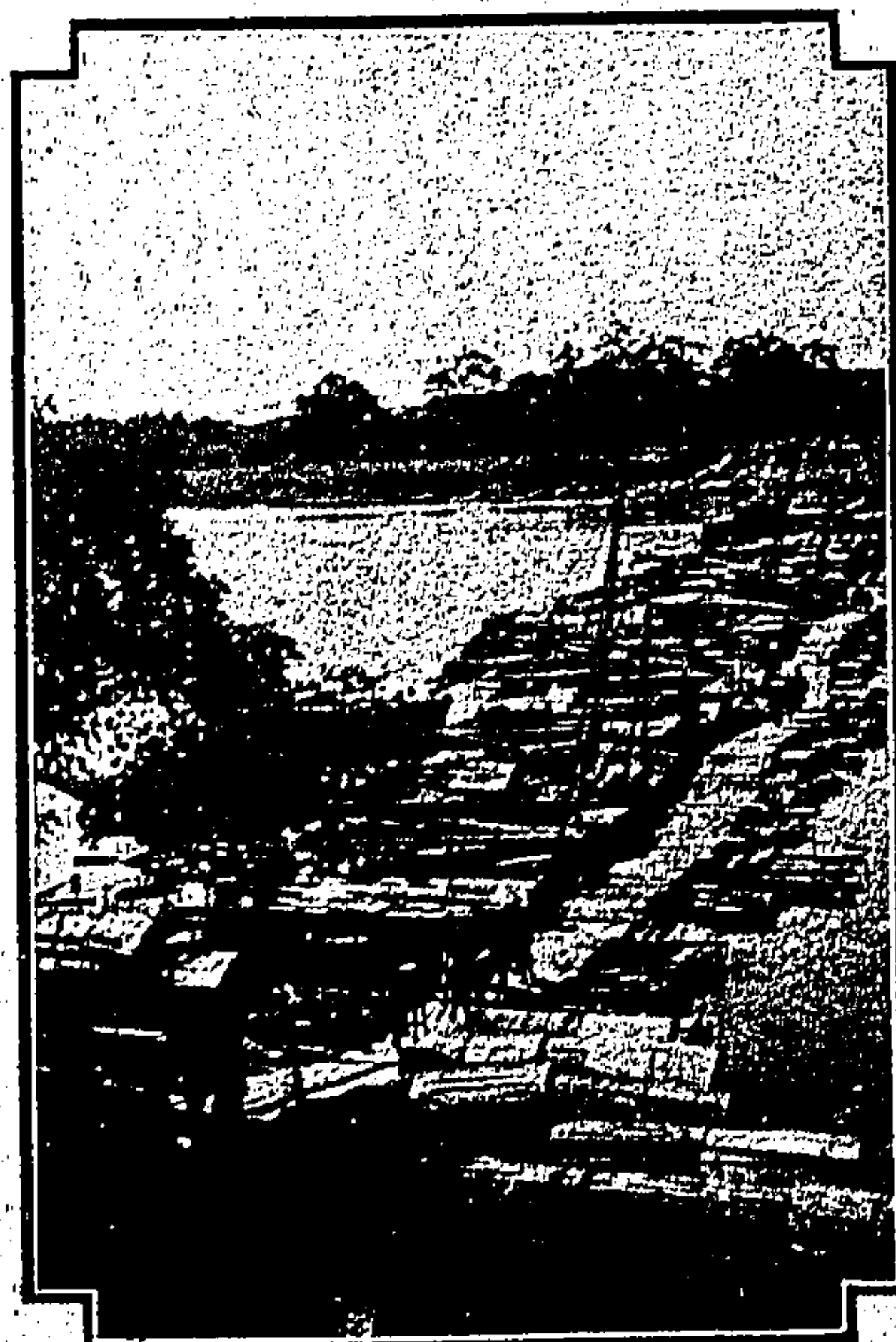
Wounded Yunnanese troops are here shown being brought down to the river and placed aboard native boats.



This picture, taken at the South Gate, shows partly-demolished buildings which have been removed to facilitate defence.



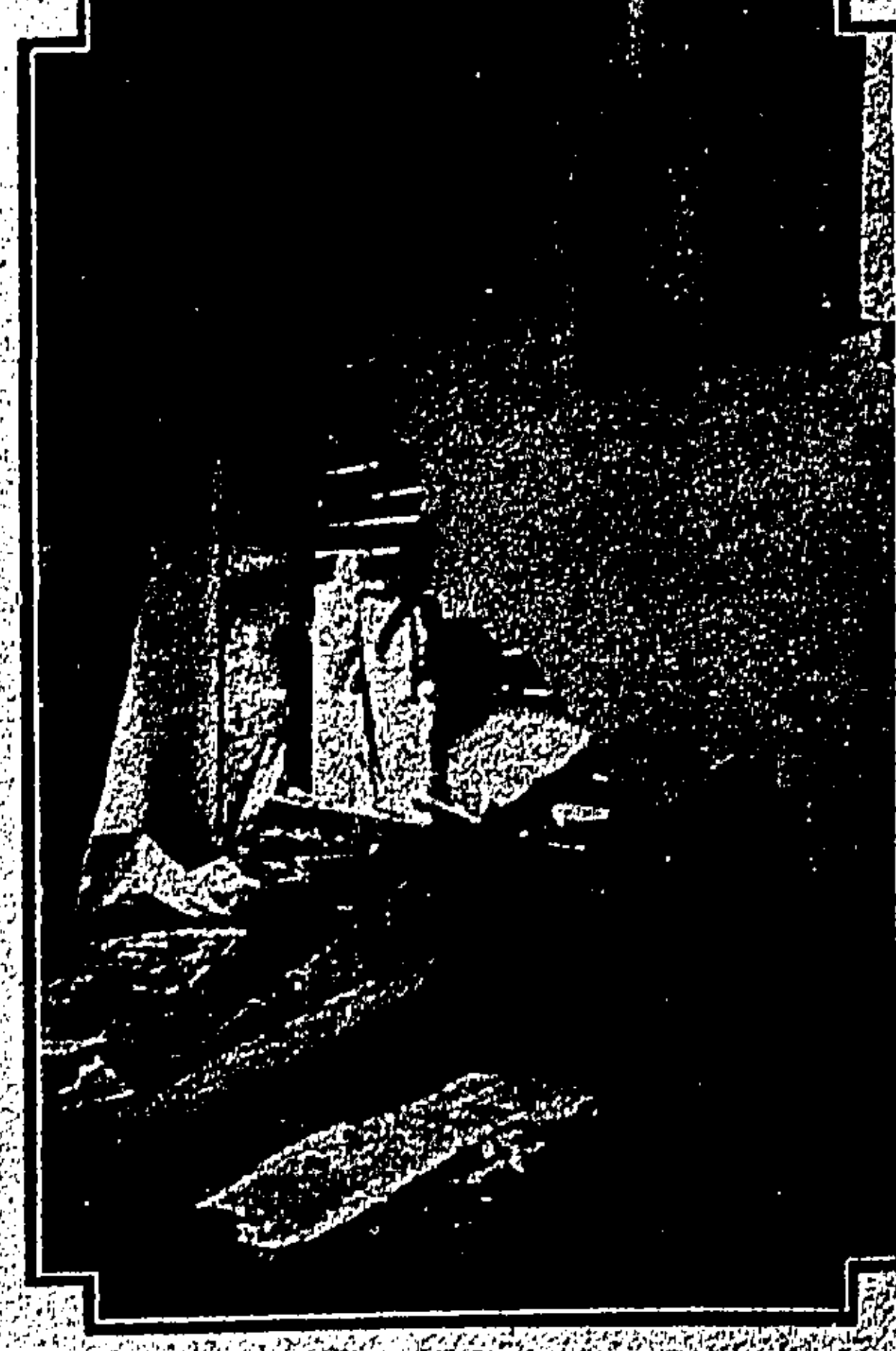
Inside the city walls. Note the observation tower and the apertures in the wall for rifle-firing.



This pontoon has been constructed by the Yunnanese attackers. It is situated about a mile below Nanning city.



This illustrates the primitive method of bringing in wounded Yunnanese troops. The man being carried had received an abdominal wound.



This hole in one of the walls of the Emmanuel Hospital, a British institution, was caused by shells during an engagement between the attackers and the defenders.